



Memorandum

**Planning Division
Community & Neighborhood Department**

To: Planning Commission

From: Krissy Gilmore, Principal Planner

Date: July 8, 2020

Re: Work Session for The Twenty Ones – Design Review & Special Exception
Petitions PLNPCM2019-01170 & PLNPCM2020-00200

THE TWENTY ONES – DESIGN REVIEW & SPECIAL EXCEPTION

Property Address: Approximately 2105 East 2100 South

Parcel IDs: 16-22-103-001, 16-22-103-002, 16-22-103-003, 16-22-103-007, 16-22-103-008, 16-22-103-010, 16-22-103-011, 16-15-359-014, 16-15-359-015, 16-15-359-016

Zoning District: CB (Community Business)

Master Plan: Sugar House – 21st and 21st Neighborhood Plan

ATTACHMENTS:

- A. Standards for Design Review
- B. Plans
- C. Building Elevations
- D. Site Photos
- E. **Applicant's Narrative** & Materials
- F. 21st and 21st Neighborhood Plan
- G. Public Comment

ACTION REQUESTED

Salt Lake City has received a request from Tom Henriod, with Rockworth Companies, for approval of a new mixed-use development under the Design Review process. Design Review is required due to building size limits in the CB: Community Business zoning district. Buildings in excess of seven thousand five hundred (7,500) gross square feet of floor area for a first-floor footprint are allowed only through the design review process. The applicant has not requested any other modifications under the Design Review process.



Figure 1: Existing Site

Special Exception approval is required due to additional height requested on the north building. The Planning Commission may approve, as a special exception, up to 3' of additional height. The maximum height in the CB zone is 30 feet (30') with an additional 5 feet (5') for parapet walls that screen mechanical equipment. This request is for an additional 3' on the north building, totaling 33' to the roof deck. The total height, including the parapet walls, will not exceed the allowable 35' if it were approved by the Planning Commission.

PROJECT DETAILS

The proposed development consists of two buildings, a north, and a south building. The proposed north building is a 3-story residential structure that includes studios and 1 & 2 bedroom units totaling 77 units. The south building is a 2-story mixed-use commercial and residential structure. The residential portion of the south building includes studios and 1 & 2 bedroom units totaling 31 units. The ground floor of the south building contains approximately 21,000 SF of commercial space. A total of 164 parking stalls are provided onsite (surface + underground parking), and 24 stalls are provided on street. The proposed parking meets the minimum the parking requirements of the required.

Planning Staff requests that the Planning Commission hold a work session to discuss the application and provide input, feedback, and direction to the applicant so they can finalize their Design Review proposal and bring it back to the Planning Commission for a final decision. The purpose of this work session is to obtain feedback from the Commission on whether the proposal generally complies with the standards of the CB: Community Business zoning district, and specifically whether the façade on 2100 South meets the intent of the façade design requirements of the zone and 21st and 21st Neighborhood Plan.

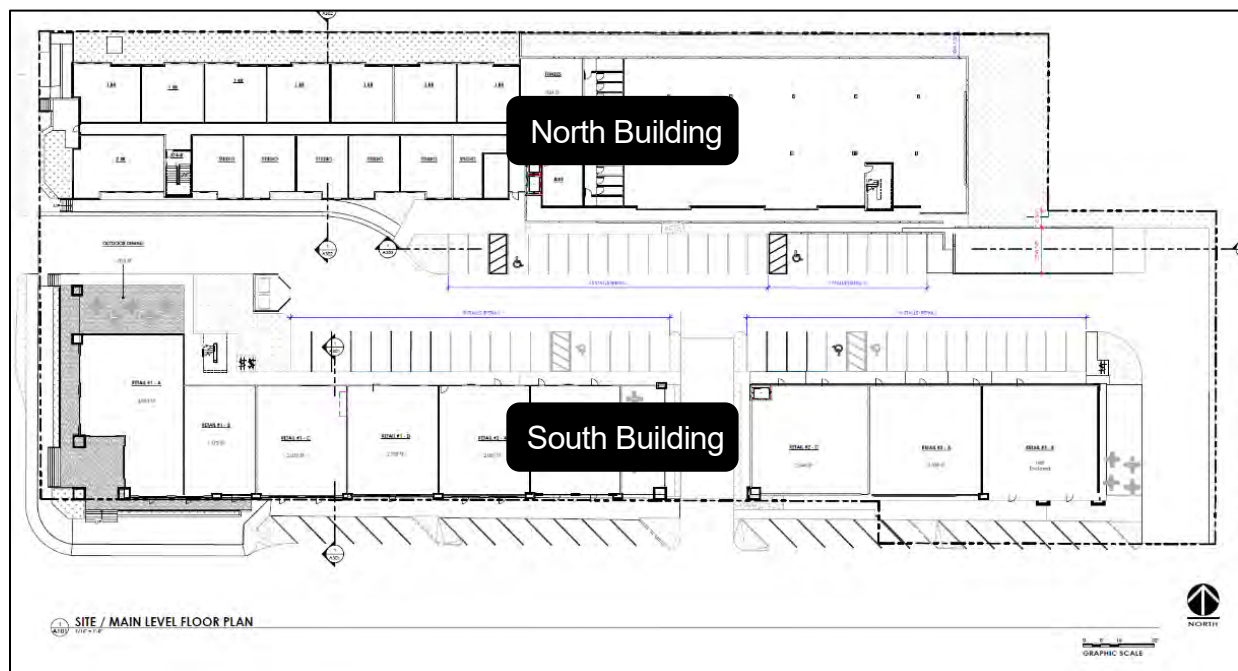


Figure 2: Site Plan

BACKGROUND INFORMATION

The site presently contains several commercial businesses, some of which are vacant or in poor condition, and is fronted by two public right-of-ways, 2100 South and 2100 East. During the early review stages of the petition, Planning Staff suggested several revisions to the design of the street-facing facades of both buildings to better comply with the purposed statements and goals of the CB zoning, the Design Review standards, and

21st and 21st Neighborhood Plan. In response to feedback received during **staff's review of the proposal**, the applicant provided updated plans that include the following revisions discussed below.

Note that the original submittal did not include the corner properties (the Blue Plate Diner and Coffee Shop). The applicant adjusted their plans in May 2020 to include those properties. The project was then re-noticed **to the Community Council and property owners and tenants within 300'**.

North Building Façade at 2100 East– The applicant redesigned the landscaping and west façade/street-facing entrance to address Planning Staff concerns about large expanses of pavement and accessibility. Additionally, the Transportation Division is currently working with UTA to update bus stops, and this area was identified as a candidate for a new stop. The Transportation Division requested that the applicant incorporate a stop as part of the development. The applicant agreed to the request and redesigned the façade to incorporate a bus stop with a bench. Staff has no concerns with the revised street facing façade design.

South Building at 2100 South Façade - The initial design submitted featured a somewhat repetitive design for the façade facing 2100 South, **especially given that the façade length is approximately 400'**. Staff felt that it should better be articulated to engage the pedestrian and to create a stronger emphasis on a safe and attractive streetscape. Suggestions included varying the setback of the buildings, as well as varying the storefront designs, including the door, window, and awning types. Besides the two initial outdoor dining areas **at both ends of the façade, the original design didn't include features to encourage and support pedestrian uses**. Staff also suggested that the applicant remove the vehicular access archway to create two separate buildings which would break up the scale of the development.

As shown below, the project was redesigned to include the addition of the corner parcels, as well as an additional outdoor dining area, but the remaining façade was minimally redesigned.



Figure 5: 2100 South Façade, Original Submittal



Figure 5: 2100 South Façade, Revised Submittal

ISSUE FOR DISCUSSION

Compatibility

The **purpose of the CB zone** is “to provide for the close integration of moderately sized commercial areas with adjacent residential neighborhoods.” **As such, the CB zone is typically found adjacent to single family areas and** small to moderately scale commercial centers, such as 9th and 9th and 15th & 15th commercial areas. To ensure compatibility of larger buildings in the CB zone, 21A.26.030.E.4. directs the Planning Commission to consider additional standards for buildings in excess of 7,500 gross square feet. The compatibility standards were adopted by the City Council in 2016 in reaction to new development that the Council found to be out of scale with the surrounding neighborhood.

21A.26.030.E.4. Building Size Limits:

1. *Compatibility: The proposed height and width of new buildings and additions shall be visually compatible with buildings found on the block face.*
2. *Roofline: The roof shape of a new building or addition shall be similar to roof shapes found on the block face.*
3. *Vehicular Access: New buildings and additions shall provide a continuous street wall of buildings with minimal breaks for vehicular access.*
4. *Facade Design: Facade treatments should be used to break up the mass of larger buildings so they appear to be multiple, smaller scale buildings. Varied rooflines, varied facade planes, upper story step backs, and lower building heights for portions of buildings next to less intensive zoning districts may be used to reduce the apparent size of the building.*
5. *Buffers: When located next to low density residential uses, the Planning Commission may require larger setbacks, landscape buffers and/or fencing than what are required by this title if the impacts of the building mass and location of the building on the site create noise, light trespass or impacts created by parking and service areas.*
6. *Step Backs: When abutting single-story development and/or a public street, the Planning Commission may require that any story above the ground story be stepped back from the building foundation at grade to address compatibility issues with the other buildings on the block face and/or uses.*

When referencing Standard 1 above, staff questions if the scale of the development is compatible with the surrounding block face and overall vision outlined in the Neighborhood Plan, which states that several small developments are preferred over a few large buildings. That said, staff does recognize that a well-modulated design of larger buildings can fit the context of the area by reducing the visual width and mass.

2100 South Facade

As mentioned above, Planning Staff's primary reservation is the design of the 2100 South façade, including the streetscape, and whether it meets the CB zone, Design Review standards and the 21st and 21st Neighborhood Plan. Although the CB zone does not have a design standard related to the maximum length of a street-facing façade, the 21st and 21st Neighborhood Plan provides guidance, stating that the length of a street-facing façade should not be longer than 150 feet. Given that the façade is significantly longer than 150 feet, at approximately 400 feet, staff believes that the current design may not meet the intent of the ordinance or neighborhood plan.

Additionally, the recently adopted 21st and 21st Neighborhood Plan provides guidance on building placement, stating that "Buildings should be placed close to the sidewalk with various setbacks to allow for semi-public spaces such as patios, plazas, and outdoor dining. Retail stores should be placed close enough to the sidewalk to allow passers-by to see into the store." **The** neighborhood plan also calls for active front yard uses, such as dining and seating areas, as well as **10' sidewalks. There is no doubt that the development** meets the objective of providing visibility, but staff questions if the proposal provides adequate setbacks to facilitate an active storefront that could accommodate seating, benches, and other streetscape amenities.

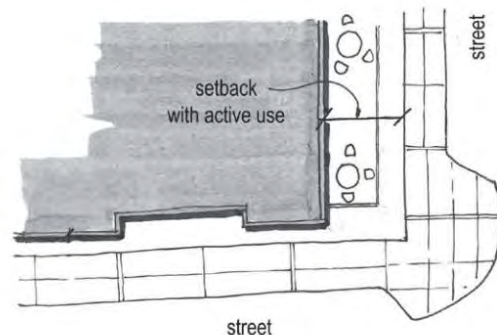


Figure 3: Image from the 21st & 21st Neighborhood Plan

It is the opinion of the applicant that the project meets the development standards and small area plan. The south building is two stories, and the secondary residential building behind it is three stories, following the recommendation of stepped-back building heights. The design also includes varied parapet wall heights and material changes to give the appearance of separate buildings. Additionally, they feel that the façade follows 21st and 21st Neighborhood Plan guidelines by exceeding the average ground-floor ceiling height referenced in the plan. The applicant has also stated that they are exceeding ground floor glass requirements to provide visibility into the restaurants and retail for pedestrians and are providing high-quality materials to match the character of the area.

Public Comment

The proposed development has garnered public interest and concern. Through the public engagement process, Staff has received a significant amount of public comments. A large number of the comments have centered around the overall scale of the development and its impact on traffic and parking, as well as the overall unit count for the residential development. Additionally, several comments were received from property owners abutting the development with questions and requests for landscaping buffers.

All of the public comments can be found in Attachment G.

DISCUSSION

While the project is well designed in many aspects and includes high-quality materials, due to the scale of the project planning staff felt that it was appropriate to bring the proposal before the Planning Commission at a work session. Overall, the proposed architecture and land uses would contribute to the urban environment in the neighborhood, however Staff's apprehension is that approving the proposal as-is would limit future pedestrian accessibility and the progression of this neighborhood as a pedestrian-oriented, built environment. Staff is requesting Planning Commission provide input and feedback to the applicant before returning to Planning Commission for a final decision.

ATTACHMENT A: STANDARDS FOR DESIGN REVIEW

Applicants shall demonstrate how the applicant's proposal complies with the standards for design review:

- A. 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 the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.
- B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.
 - 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot).
 - 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.
 - 3. Parking shall be located within, behind, or to the side of buildings.
- C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.
 - 1. Locate active ground floor uses at or near the public sidewalk.
 - 2. Maximize transparency of ground floor facades.
 - 3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.
 - 4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.
- D. Large building masses shall be divided into heights and sizes that relate to human scale.
 - 1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis.
 - 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height.
 - 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.
 - 4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.
- E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:
 - 1. Changes in vertical plane (breaks in facade);
 - 2. Material changes; and
 - 3. Massing changes.
- F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:
 - 1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
 - 2. A mixture of areas that provide seasonal shade;
 - 3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
 - 4. Water features or public art;

5. Outdoor dining areas; and
 6. Other amenities not listed above that provide a public benefit.
- G. Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive City skyline.
1. Human scale:
 - a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans.
 - b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height.
 2. Negative impacts:
 - a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.
 - b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height.
 - c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building.
 3. Cornices and rooflines:
 - a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition.
 - b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings.
 - c. Green Roof And Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system.
- H. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.
- I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (See subsection [21A.37.050](#)K of this title.)
- J. Signage shall emphasize the pedestrian/mass transit orientation.
1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building.
 2. Coordinate signage locations with appropriate lighting, awnings, and other projections.
 3. Coordinate sign location with landscaping to avoid conflicts.
- K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.
1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.
 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.

3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.

L. Streetscape improvements shall be provided as follows:

1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester.
2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards:
 - a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur.
 - b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.
 - c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).
 - d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
 - e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
 - f. Asphalt shall be limited to vehicle drive aisles. (Ord. 14-19, 2019)

ATTACHMENT B: PLANS

TWENTY ONES

SALT LAKE CITY, UT

DESIGN REVIEW APPLICATION - RESUBMITTAL 12 MAY 2020

ARCHITECT/STRUCTURAL ENGINEER



DEVELOPER



GENERAL CONTRACTOR



11635 South 700 East, Suite 100
Draper, UT 84020
ph: 801.676.7625
fax: 801.676.0208



DESIGN STANDARDS - CB ZONE

ROCKWORTH DEVELOPMENT, AE URBIA ARCHITECTS, AND RIMROCK CONSTRUCTION ARE EXCITED TO PROPOSE A NEW MIXED USED DEVELOPMENT ON SALT LAKE CITY'S EAST SIDE. TWENTY ONE'S. THE PROJECT WILL ADDRESS THE 21ST AND 21ST AREA PLAN BY PROVIDING A HIGH-END MIX OF USES INCLUDING APPROXIMATELY 16,000 SF OF RETAIL (SHOPS, RESTAURANTS AND SERVICE-ORIENTED RETAIL) AND 99 HIGH-END RESIDENTIAL UNITS WITH AMENITIES. THE RETAIL COMPONENT OF THE PROJECT WILL BE INCLUDED ON THE GROUND FLOOR OF A 2-STORY MIXED-USE BUILDING ORIENTED TO 2100 SOUTH. THIS BUILDING PROPOSES TO REPLACE A DETERIORATING GROUP OF BUILDINGS AND USES IN AT THIS LOCATION THAT HAVE OUTLIVED THEIR DEPRECIABLE LIFE. ATTRACTIVE STOREFRONTS, BUILDING FACADES, LANDSCAPING AND OUTDOOR DINING AREAS WILL ENHANCE THE NEIGHBORHOOD ENVIRONMENT AND INVITE PEDESTRIAN TRAFFIC. TARGETED TENANTS FOR THE COMMERCIAL SPACE WILL INCLUDE THE BEST OF LOCAL RESTAURANTS, SHOPS AND SERVICE-ORIENTED RETAIL (SEE HOLLADAY VILLAGE SQUARE FOR A MODEL). THESE NEW VIBRANT USES WILL BREATHE NEW LIFE INTO THE COMMUNITY AND BOLSTER EXISTING SURROUNDING BUSINESSES, SUCH AS BLUE PLATE DINER AND OTHER LOCAL SHOPS.

ABOVE THE RETAIL ALONG 2100 SOUTH AND NORTH OF THE RETAIL IN A SEPARATE 3-STORY BUILDING, WE PROPOSE 99 RESIDENTIAL DWELLING UNITS TO ADD NEW ACTIVITY AND VISUAL INTEREST TO THE 21ST AND 21ST CORRIDOR. RESIDENTS WILL ENJOY LIVING IN A TRUE MIXED-USE ENVIRONMENT AMONG GREAT RESTAURANTS AND SERVICES IN ONE OF SALT LAKE'S MOST DESIRABLE NEIGHBORHOODS. TWENTY-TWO OF THE RESIDENTIAL UNITS WILL BE LOCATED ABOVE THE RETAIL AND THE 77 REMAINING UNITS WILL BE LOCATED IN THE NEW 3-STORY BUILDING THAT WILL BE EQUIPPED WITH PRIVATE, SECURE, UNDERGROUND PARKING, FITNESS CENTER, PET SPA, BIKE SHARE AND MULTIPLE LOUNGE AREAS – BOTH INDOOR AND OUTDOOR.

THE PROJECT INTENDS TO CREATE A SORELY NEEDED COMMUNITY GATHERING AREA ATTRACTING NEARBY RESIDENTS, QUALITY BUSINESSES AND DESTINATION SEEKERS TOGETHER IN A SAFE, BEAUTIFUL, ARCHITECTURALLY INVITING ATMOSPHERE FOR DECADES.

THE PROJECT IS LOCATED IN THE **CB ZONE**, WHICH IS INTENDED TO:

- PROVIDE FOR THE CLOSE INTEGRATION OF MODERATELY SIZED COMMERCIAL AREAS WITH ADJACENT RESIDENTIAL NEIGHBORHOODS

THE DESIGN GUIDELINES ARE INTENDED TO

- FACILITATE RETAIL THAT IS PEDESTRIAN IN ITS ORIENTATION AND SCALE
- ACKNOWLEDGE THE IMPORTANCE OF TRANSIT AND AUTOMOBILE ACCESS TO THE SITE

CB ZONE DESIGN STANDARDS	ORDINANCE REFERENCE	RESPONSE TO DESIGN STANDARDS	SEE SHEET
RETAIL SHALL EXTEND 25' MIN INTO BUILDING AT MAIN LEVEL AND BE VISUALLY INTERESTING	21A.37.050.A.1	RETAIL EXTENDS MIN. 25' INTO BUILDING	A101
BUILDING SHALL BE CLAD IN DURABLE MATERIALS	21A.37.050.B	BUILDINGS ARE CLAD IN DURABLE MATERIALS	A201
40% MIN GLAZING	21A.37.050.C.1	40% MIN GLAZING IS PROVIDED	A201
BUILDING ENTRANCES AT EACH STREET-FACING FACADE	21A.37.050.A.2	EACH BUILDING HAS SEVERAL ENTRANCES AT STREET FACADE	A201, A206
15' MAX LENGTH OF BLANK WALL	21A.37.050.E	NO BLANK WALLS EXCEED 15'	A201-A206
CHANGES IN PLANE, MATERIALS TO CREATE VARIETY AND SCALE	21A.37.050.E	SEVERAL CHANGES IN MATERIAL AND PLANE EXIST	A201-A206
EXTERIOR LIGHTING DIRECTED DOWN TO PREVENT LIGHT TRESPASS	21A.37.050.H	ALL EXTERIOR LIGHTING SHALL BE DIRECTED DOWN	A201-A206
PARKING LOT LIGHTING MAX 16' IN HEIGHT	21A.37.050.I	ALL PARKING LOT LIGHTING SHALL BE 16' MAX.	A201-A206
ALL MECHANICAL EQUIPMENT MUST BE SCREENED FROM VIEW	21A.37.050.J	ALL MECH. EQPT SHALL BE SCREENED FROM VIEW	A201-A206

DESIGN REVIEW STANDARDS	ORDINANCE REFERENCE	RESPONSE TO DESIGN REVIEW REQUIREMENTS	SEE SHEET
NEW DEVELOPMENT SHALL COMPLY WITH PURPOSE OF ZONING DISTRICT	21A.59.050.A	DEVELOPMENT COMPLIES WITH ZONING (SEE ABOVE)	
DEVELOPMENT SHALL BE ORIENTED TO THE SIDEWALK	21A.59.050.B	DEVELOPMENT IS ORIENTED TO THE SIDEWALK	A100, C1
BUILDING FACADES SHALL FACILITATE PEDESTRIAN INTEREST AND INTERACTION	21A.59.050.C	BUILDING IS DESIGN WITH INTEREST AND INTERACTION	A201
LARGE MASSES SHOULD BE DIVIDED INTO AREAS THAT RELATE TO HUMAN SCALE	21A.59.050.D	FACADE IS DIVIDED INTO SMALLER MASSES	A201
LONG FACADES SHALL INCLUDE CHANGES IN VERTICAL PLANE, MATERIAL & MASSING	21A.59.050.E	FACADE INCLUDES MATERIAL AND PLANE CHANGES	A201
SHALL INCLUDE SEASONAL SHADE, TREES AND OUTDOOR DINING AREAS	21A.59.050.F	PROJECT INCLUDES LANDSCAPING AND OUTDOOR DINING	LP100
BUILDING HEIGHT SHALL RELATE TO HUMAN SCALE	21A.59.050.G	BUILDING HEIGHT IS KEPT TO A HUMAN SCALE	A201, A206
PROVIDE PARKING AND SIDEWALKS	21A.59.050.H	PARKING AND SIDEWALKS ARE PROVIDED	A100, C1
WASTE AND RECYCLING CONTAINERS SHALL BE SCREENED	21A.59.050.J	WASTE CONTAINERS WILL BE SCREENED	A100
SIGNAGE SHALL EMPHASIZE THE PEDESTRIAN ORIENTATION	21A.59.050.J	SIGNAGE SHALL BE OF A PEDESTRIAN SCALE	A201
LIGHTING SHALL SUPPORT PEDESTRIAN COMFORT AND SAFETY AND DARK SKY GOALS	21A.59.050.K	LIGHTING WILL SUPPORT PEDESTRIAN COMFORT	A201-A206
PROVIDE STREETSCAPE IMPROVEMENTS (LANDSCAPE, HARDSCAPE)	21A.59.050.L	LANDSCAPING AND HARDSCAPING IS PROVIDED	A100, C1, LP100

TWENTY ONES - BUILDING 1 SHARED PARKING PER 21A.44.0408						
	WEEKDAYS			WEEKENDS		
	MIDNIGHT TO 7am	7am-6pm	6pm-MIDNIGHT	MIDNIGHT TO 7am	7am-6pm	6pm-MIDNIGHT
RESIDENTIAL	38 100%	19 50%	30 80%	38 100%	29 75%	29 75%
RETAIL/SERVICE	0 0%	67 100%	54 80%	0 0%	67 100%	50 75%
TOTAL STALLS REQ'D	38	86	84	38	96	79

BLDG 1 RESIDENTIAL STALLS REQ'D	38
BLDG 1 RETAIL STALLS REQ'D	67
SHARED PARKING STALLS REQ'D	96

BUILDING 1 DATA	
TYPE V-B CONSTRUCTION WOOD FRAMED EXTERIOR WALLS PRE-FABRICATED WOOD ROOF TRUSSES	
EXTERIOR FINISH MATERIALS • BRICK • SYNTHETIC WOOD • ALUMINUM STOREFRONT SYSTEM • METAL TRIMS • EXPOSED CONCRETE	
COMMERCIAL DATA	
RETAIL	16,127 SF
HOUSING DATA	
STUDIO	9
1-BR	15
2-BR	7
	31 UNITS
PARKING DATA	
PARKING REQUIRED (TABLE 21A.44.030)	
COMMERCIAL 20,893 sq ft 3 STALLS per 1000 SF Retail = 2/1000 Restaurant = 2/1000 Office = 3/1000	
OUTDOOR DINING 1,499 sq ft 2 STALLS per 1000 SF	
COMMERCIAL STALLS REQ'D	67
BICYCLE PARKING REQ'D	4 (5%)
HOUSING STUDIO 1 STALL/UNIT 9 1-BR 1 STALL/UNIT 15 2-BR 2 STALLS/UNIT 14	
HOUSING STALLS REQ'D	38
BICYCLE PARKING REQ'D	2 (5%)
ELECTRICAL STALLS REQ'D	2
TOTAL STALLS REQ'D	105
SHARED STALLS REQ'D	
ADA STALLS REQ'D	4
BICYCLE PARKING REQ'D	5
LOADING STALLS REQ'D	0
MAXIMUM STALLS ALLOWED	132
PROVIDED PARKING ON-STREET PARKING 24 INTERIOR SURFACE STALLS 49 UNDERGROUND STALLS 31	
TOTAL STALLS PROVIDED (INCL. 3 ADA STALLS) (INCL. 2 ELECT. STALLS)	104
BICYCLE STALLS PROVIDED	6

BUILDING 2 DATA	
TYPE V-B CONSTRUCTION (V-A IF REQUIRED) WOOD FRAMED EXTERIOR WALLS PRE-FABRICATED WOOD ROOF TRUSSES POST-TENSION CONCRETE PODIUM	
EXTERIOR FINISH MATERIALS • BRICK • HARDIE BOARD SIDING (OR SIMILAR) • SYNTHETIC WOOD • METAL TRIMS	
HOUSING DATA	
STUDIO	18
1-BR	52
2-BR	7
	77 UNITS
PARKING DATA	
PARKING REQUIRED (TABLE 21A.44.030)	
HOUSING STUDIO 1 STALL/UNIT 18 1-BR 1 STALL/UNIT 52 2-BR 2 STALLS/UNIT 14	
HOUSING STALLS REQ'D	84
TOTAL STALLS REQ'D	84
ADA STALLS REQ'D	4
BICYCLE STALLS REQ'D	5 (5%)
ELECTRICAL STALLS REQ'D	4
LOADING STALLS REQ'D	0
MAXIMUM STALLS ALLOWED	105
PROVIDED PARKING INTERIOR SURFACE STALLS 7 UNDERGROUND STALLS 77	
TOTAL STALLS PROVIDED (INCL. 4 ADA STALLS) (INCL. 4 ELECT. STALLS)	84
BICYCLE STALLS PROVIDED (AT INTERIOR OF BUILDING)	6 MIN.
TOTAL PROJECT UNIT COUNTS	
STUDIO	27 (25%)
1-BR	67 (62%)
2-BR	14 (13%)
TOTAL UNITS	108
2.49 ACRES	
43.4 HOUSING UNITS/ACRE	

TWENTY ONES
2100 S & 2100 E
SALT LAKE CITY, UT

Revision Schedule	Revision Date
MARK	DESCRIPTION

AE2017.084

COVER PAGE

DATE: 5/12/2020
4:20:50 PM

SHEET #:

G001

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AE URBIA, LLC.



0 8' 16' 32'

GRAPHIC SCALE



66 STORAGE UNITS

ae urbia
architects and engineers

909 West South Jordan Parkway
South Jordan, Utah 84095
phone: 801.746.0456 - fax: 801.575.6456
web page: a e u r b i a . c o m

TWENTY ONES
2100 S & 2100 E
SALT LAKE CITY, UT

Revision Schedule	
MARK	DESCRIPTION
	Revision Date

A100

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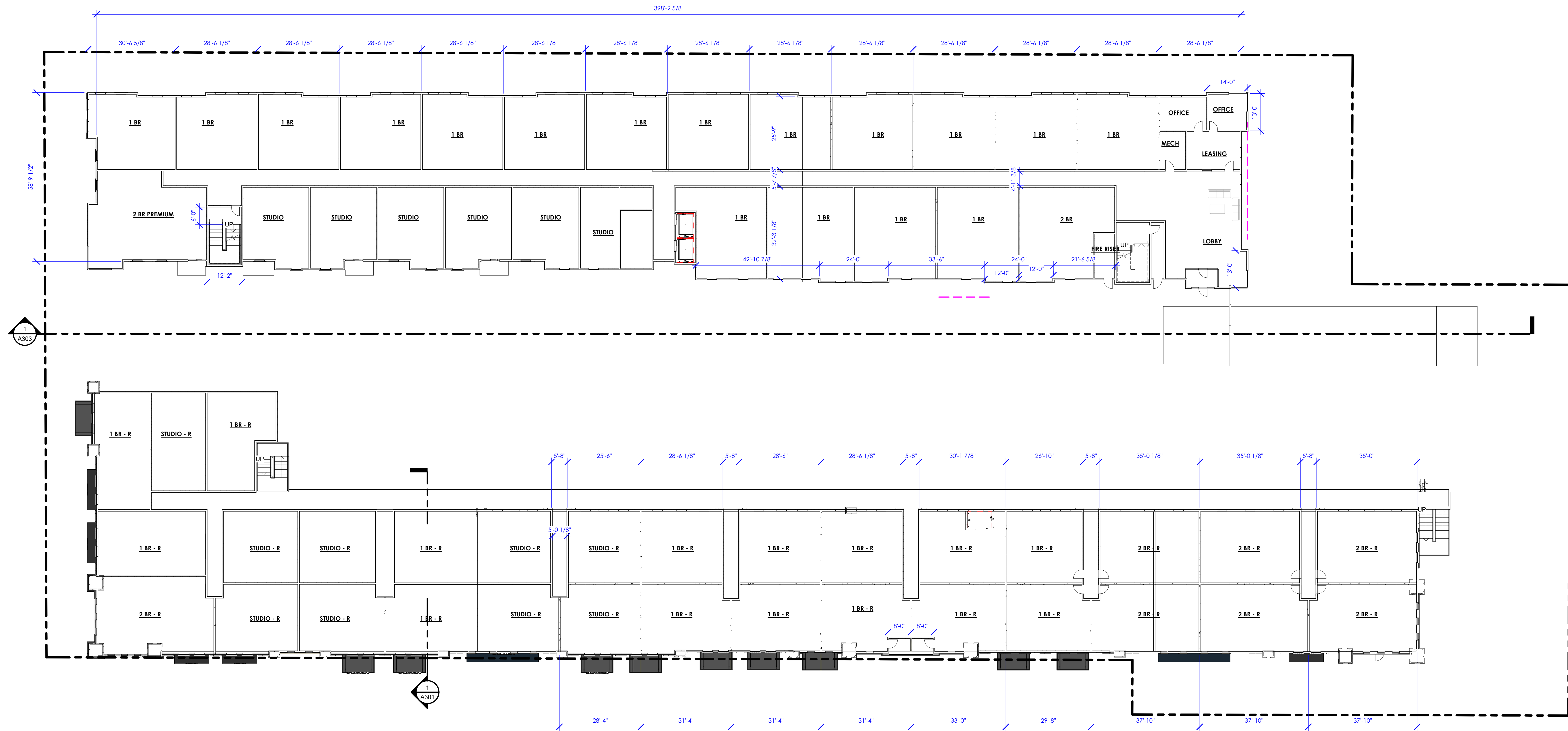
DESIGN REVIEW RESUBMITTAL 12 MAY 2020



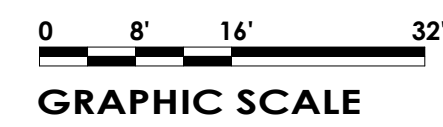
1 SITE / MAIN LEVEL FLOOR PLAN
1/16" = 1'-0"



Revision Schedule	
MARK	DESCRIPTION



**1
A102** SECOND LEVEL FLOOR PLAN
1/16" = 1'-0"



DESIGN REVIEW RESUBMITAL 12 MAY 2020

Revision Schedule	
MARK	DESCRIPTION
1	OWNER UPDATES
2	ADDITIONAL 1

AE2017.084
SECOND LEVEL
FLOOR PLAN

DATE: 5/12/2020
4:16:32 PM

SHEET #:

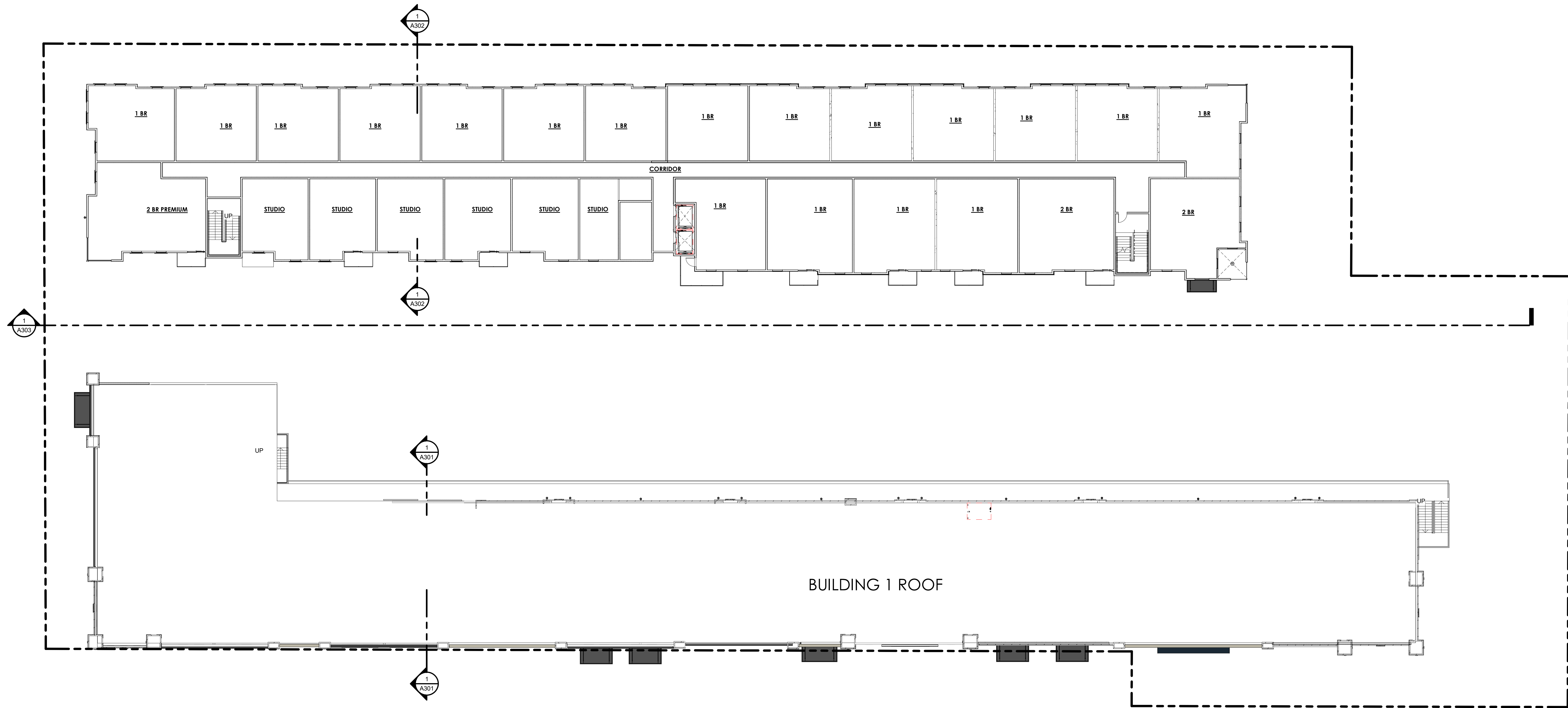
A102

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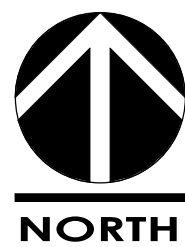
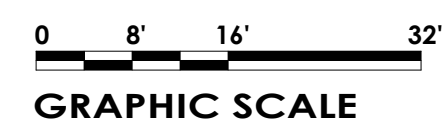
TWENTY ONES
2100 S & 2100 E
SALT LAKE CITY, UT

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aeurbia
architects and engineers
909 West Jordan Parkway
South Jordan, Utah 84095
phone: 801.746.0456 - fax: 801.575.6456
web page: aeurbia.com



1
A103 **THIRD LEVEL FLOOR PLAN**
1/16" = 1'-0"



DESIGN REVIEW RESUBMITAL 12 MAY 2020

Revision Schedule	
MARK	DESCRIPTION
1	OWNER UPDATES
2	ADDITIONAL 1

AE2017.084
THIRD LEVEL
FLOOR PLAN

DATE: 5/12/2020
4:16:36 PM

SHEET #:

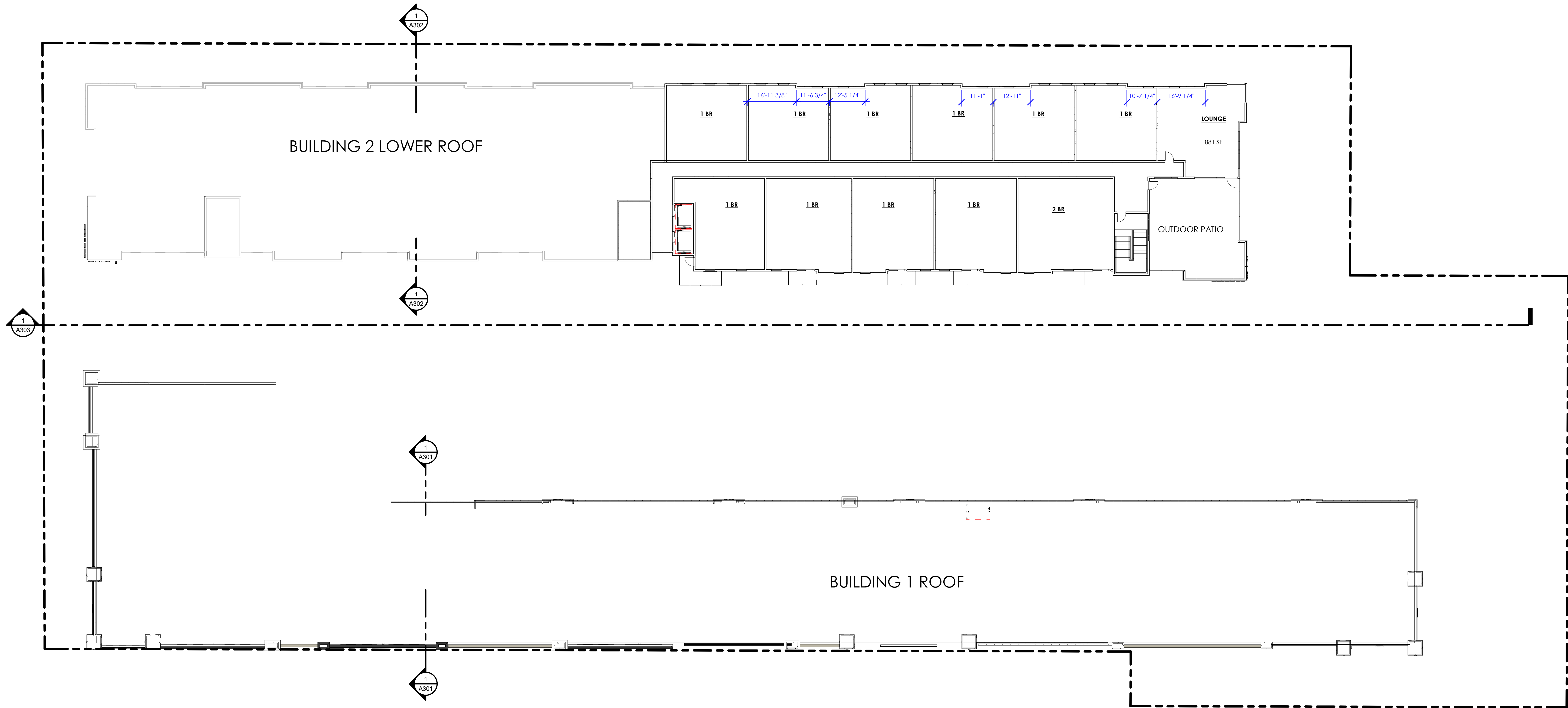
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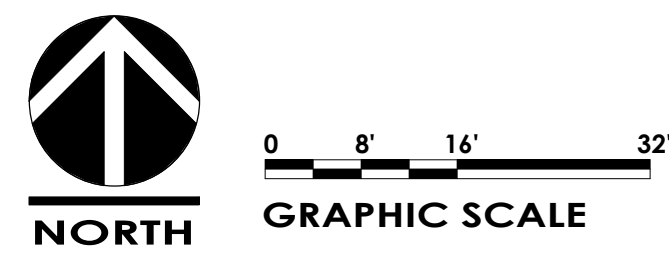
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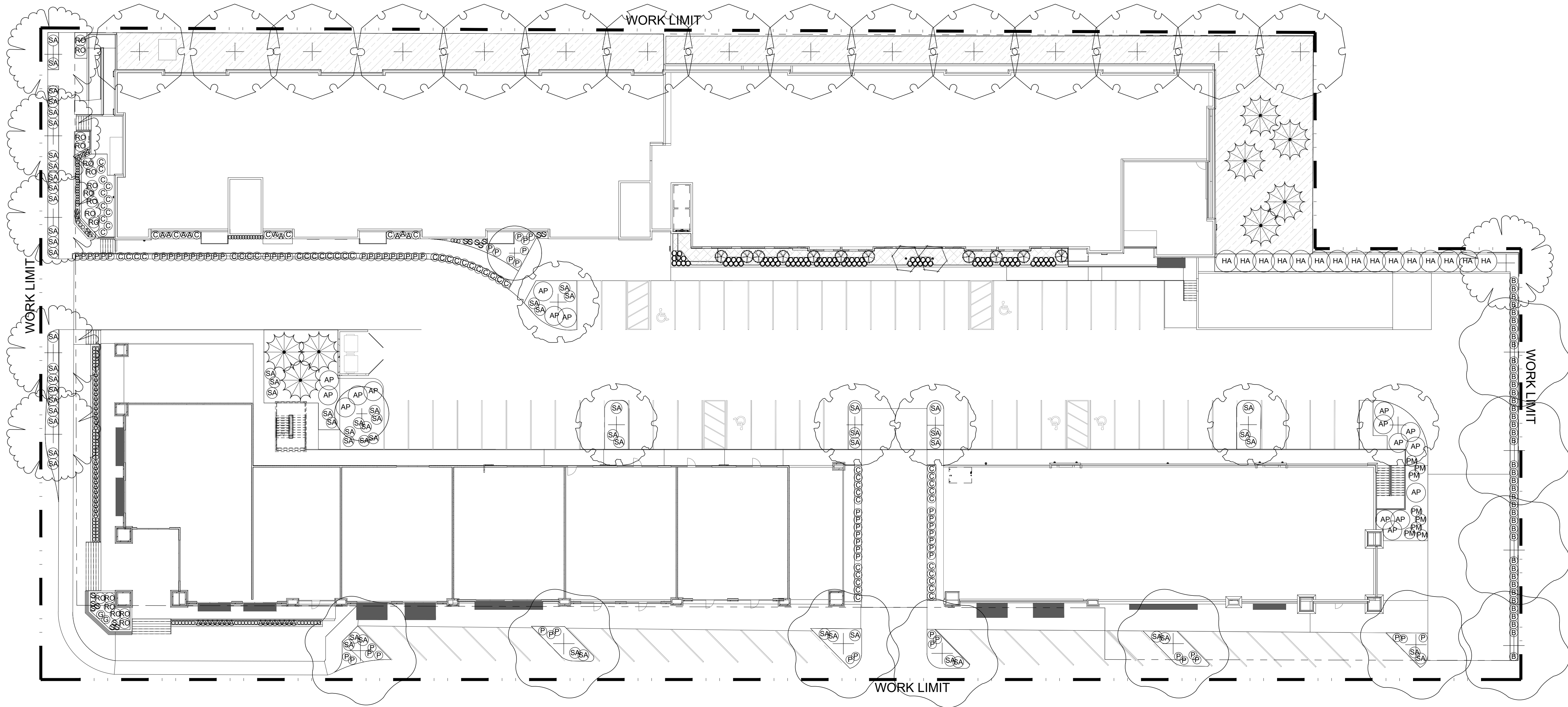
TWENTY ONES
2100 S & 2100 E
SALT LAKE CITY, UT



1
A104
FOURTH LEVEL FLOOR PLAN
1/16" = 1'-0"



MARK	DESCRIPTION	Revision Date



PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	HYDROZONE
	AG	ACER GRiseum	PAPERBARK MAPLE	2" CAL	25' X 20'	TD3
	AT	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	2" CAL	45' X 35'	TD3
	CC	CERCIS CANADENSIS	EASTERN REDBUD	2" CAL	30' X 30'	TD4
	SI	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK JAPANESE TREE LILAC	2" CAL	10' X 10'	TD3
	UA	ULMUS X 'ACCOLADE'	ACCOLADE ELM	2" CAL	50' X 35'	TD3
	ZG	ZELKOVA SERRATA 'GREEN VASE'	GREEN VASE SAWLEAF ZELKOVA	2" CAL	60' X 40'	TD4
EVERGREEN TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	HYDROZONE
	JS	JUNIPERUS CHINENSIS 'SPARTAN'	SPARTAN JUNIPER	15 GAL	15' X 5'	TE3
	PF	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	VANDERWOLF'S PYRAMID PINE	10" B&B	20' X 15'	TE3
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	HYDROZONE
	AP	ARCTOSTAPHYLOS PATULA	GREEN-LEAF MANZANITA	5 GAL	5-8" X 5-8"	SE1
	B	BUXUS MICROPHYLLA 'WINTERGREEN'	WINTERGREEN BOXWOOD	5 GAL	3' X 3'	SE4
	HA	HIBISCUS SYRIACUS 'APHRODITE'	APHRODITE ROSE OF SHARON	5 GAL	8" X 8"	SD3
	PM	PHYSOCARPUS OPULUS	SUMMER WINE NINEBARK	5 GAL	4' X 4'	SD4
	RO	ROSA X 'KNOCKOUT'	KNOCKOUT ROSE	5 GAL	4' X 4'	SD3
	SA	SPIRAEA X BUMALDA 'ANTHONY WATERER'	ANTHONY WATERER SPIRAEA	5 GAL	4' X 4'	SD2

ORNAMENTAL GRASSES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	HYDROZONE
	C	CALAMAGROSIS X ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	5 GAL	5' X 3'	TW2
	P	PENNISETUM ALOPECUROIDES	FOUNTAIN GRASS	5 GAL	3' X 3'	TW2
	S	SEDUM X 'AUTUMN JOY'	AUTUMN JOY SEDUM	2 GAL	2' X 2'	TW1
PERENNIAL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	HYDROZONE
	A	AGASTACHE CANA 'DOUBLE BUBBLE'	DOUBLE BUBBLE MINT	1 GAL	30" X 24"	P1
	G	GAURA LINDHEIMERI 'WHIRLING BUTTERFLIES'	WHIRLING BUTTERFLIES GAURA	1 GAL	3' X 3'	P1
	H	HEMEROCALLIS X 'STELLA DE ORO'	STELLA DE ORO DAYLILY	5 GAL	18" X 18"	P3
	O	OENOTHERA MISSOURIENSIS 'OZARK SUNDROPS'	MISSOURI PRIMROSE	1 GAL	1' X 2'	P1
GROUND COVERS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HXW)	HYDROZONE
	AU	ARCTOSTAPHYLOS UVA-URSI	KINKINNICK	1 GAL	8" X 4"	SE1
	CP	CERATOSTIGMA PLUMBAGINOIDES	PLUMBAGO	2"	6-8" X 18"	GV3

LANDSCAPE PLANTING NOTES

1. VERIFY LOCATIONS OF PERTINENT SITE IMPROVEMENTS. IF ANY PART OF THE PLAN CANNOT BE FOLLOWED DUE TO SITE CONDITION, CONTACT LANDSCAPE ARCHITECT FOR INSTRUCTIONS PRIOR TO COMMENCING WORK.
2. EXACT LOCATIONS OF PLANT MATERIAL TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS TO EXACT LOCATIONS IN FIELD.
3. VERIFY PLANT COUNTS: QUANTITIES ARE PROVIDED AS OWNER INFORMATION ONLY. IF QUANTITIES ON PLANT LIST DIFFER FROM GRAPHIC INDICATIONS, THEN GRAPHICS SHALL PREVAIL. NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES FOUND.
4. PERFORM EXCAVATION IN THE VICINITY OF UNDERGROUND UTILITIES WITH CARE AND IF NECESSARY, BY HAND. THE CONTRACTOR BEARS FULL RESPONSIBILITY FOR THIS WORK AND DISRUPTION OR DAMAGE TO UTILITIES SHALL BE REPAIRED IMMEDIATELY AT NO EXPENSE TO THE OWNER.
5. PROVIDE MATCHING FORMS AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIES AND SIZE AS DESIGNATED ON THE DRAWINGS.
6. ALIGN AND EQUALLY SPACE, IN ALL DIRECTIONS, ALL PLANT MATERIAL AS DESIGNATED PER THE DRAWINGS.
7. LANDSCAPE ARCHITECT WILL REVIEW PLANT MATERIALS BY PHOTOGRAPHS FURNISHED BY CONTRACTOR PRIOR TO DIGGING OR SHIPPING OF PLANT MATERIAL.
8. MULCH ALTERNATE: MULCH & WEED BARRIER - SHREDDED BARK MULCH PLACED AS TOP DRESSING TO A 4" DEPTH. INSTALL 20 YR. WEED BARRIER PRIOR TO PLACING BARK MULCH. SUBMIT SAMPLES FOR APPROVAL. MULCH AND WEED BARRIER TO BE PLACED IN ALL PLANTED BEDS.
9. PLANT SELECTION: 16/20 (80%) OF THE PLANTS SELECTED ARE FROM THE SALT LAKE CITY PLANT LIST & HYDROZONE SCHEDULE 2013 PREPARED BY SALT LAKE CITY PUBLIC UTILITIES.

ATTACHMENT C: BUILDING ELEVATIONS



BUILDING 1 - SOUTH ELEVATION
1/16" = 1'-0"
GRAPHIC SCALE

- EXTERIOR NOTES**
1. ALL EXTERIOR LIGHTING SHALL BE SHIELDED AND DIRECTED DOWN TO PREVENT LIGHT TRESPASS AND SHALL COMPLY WITH DARK SKY GOALS.
 2. MAX. HEIGHT OF INTERIOR PARKING LOT LIGHTS = 16'
 3. ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW; MECH SCREENS MAY EXTEND 5' ABOVE ALLOWABLE BUILDING HEIGHT

EXTERIOR FINISHES LEGEND

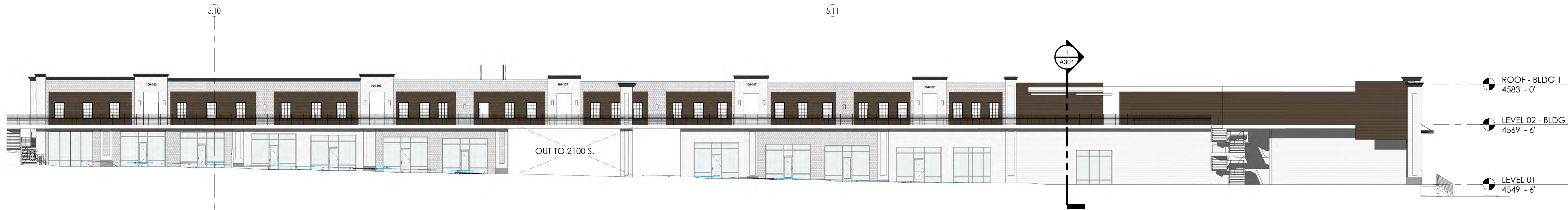
- SYNTHETIC WOOD SIDING
- BRICK - CHARCOAL
- BRICK - WHITE
- HARDIE PANEL - IVORY
- HARDIE PANEL - CHARCOAL



BUILDING 1 - SOUTH ELEVATION - EAST WING
1/8" = 1'-0"
GRAPHIC SCALE



BUILDING 1 - SOUTH ELEVATION - WEST WING
1/8" = 1'-0"
GRAPHIC SCALE



BUILDING 1 - NORTH ELEVATION
1
A202
1/16" = 1'-0"

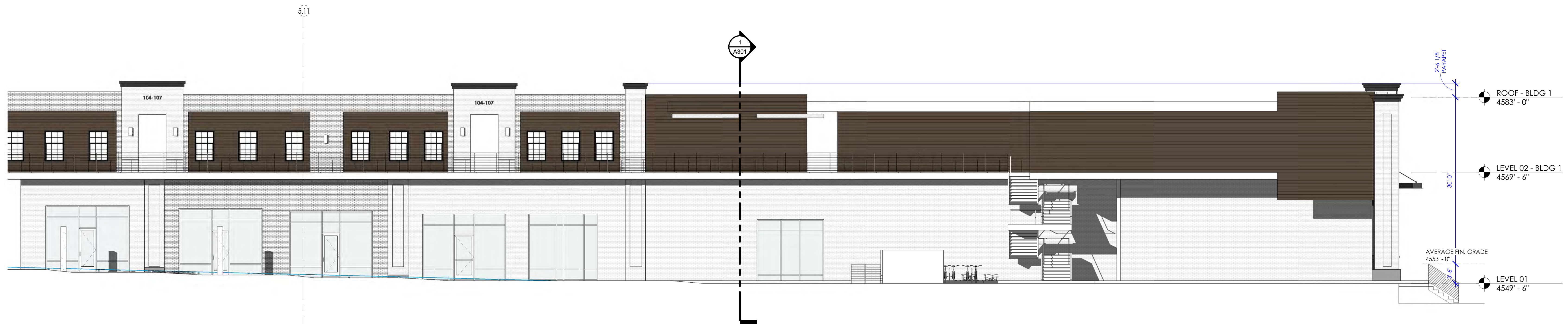
- EXTERIOR NOTES**
1. ALL EXTERIOR LIGHTING SHALL BE SHIELDED AND DIRECTED DOWN TO PREVENT LIGHT TRESPASS AND SHALL COMPLY WITH DARK SKY GOALS
 2. MAX. HEIGHT OF INTERIOR PARKING LOT LIGHTS = 16'
 3. ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW; MECH. SCREENS MAY EXTEND 5' ABOVE ALLOWABLE BUILDING HEIGHT

EXTERIOR FINISHES LEGEND

- SYNTHETIC WOOD SIDING
- BRICK - CHARCOAL
- BRICK - WHITE
- HARDIE PANEL - IVORY
- HARDIE PANEL - CHARCOAL



BUILDING 1 - NORTH ELEVATION - EAST WING
2
A202
1/8" = 1'-0"



BUILDING 1 - NORTH ELEVATION - WEST WING
3
A202
1/8" = 1'-0"



BUILDING 1 - EAST ELEVATION
1
A203
1/8" = 1'-0"



- EXTERIOR NOTES**
1. ALL EXTERIOR LIGHTING SHALL BE SHIELDED AND DIRECTED DOWN TO PREVENT LIGHT TRESPASS AND SHALL COMPLY WITH DARK SKY GOALS
 2. MAX. HEIGHT OF INTERIOR PARKING LOT LIGHTS = 16'
 3. ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW; MECH SCREENS MAY EXTEND 5' ABOVE ALLOWABLE BUILDING HEIGHT

- EXTERIOR FINISHES LEGEND**
- SYNTHETIC WOOD SIDING
 - BRICK - CHARCOAL
 - BRICK - WHITE
 - HARDIE PANEL - IVORY
 - HARDIE PANEL - CHARCOAL



BUILDING 1 - WEST ELEVATION
2
A203
1/8" = 1'-0"





2 BUILDING 2 - SOUTH ELEVATION
A204 1/16" = 1'-0"

0 8' 16' 32'
GRAPHIC SCALE

- EXTERIOR NOTES**
1. ALL EXTERIOR LIGHTING SHALL BE SHIELDED AND DIRECTED DOWN TO PREVENT LIGHT TRESPASS AND SHALL COMPLY WITH DARK SKY GOALS
 2. MAX. HEIGHT OF INTERIOR PARKING LOT LIGHTS = 16'
 3. ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW; MECH SCREENS MAY EXTEND 5' ABOVE ALLOWABLE BUILDING HEIGHT

- EXTERIOR FINISHES LEGEND**
- SYNTHETIC WOOD SIDING
 - BRICK - CHARCOAL
 - BRICK - WHITE
 - HARDIE PANEL - IVORY
 - HARDIE PANEL - CHARCOAL



5 BUILDING 2 - SOUTH ELEVATION - EAST WING
A204 1/8" = 1'-0"

0 4' 8' 16'
GRAPHIC SCALE
5,11



6 BUILDING 2 - SOUTH ELEVATION - WEST WING
A204 1/8" = 1'-0"

0 4' 8' 16'
GRAPHIC SCALE

Revision Schedule	
MARK	DESCRIPTION
2	OWNER UPDATES
	Revision Date
	2018.11.16



BUILDING 2 - NORTH ELEVATION
1/16" = 1'-0"

- EXTERIOR NOTES**
1. ALL EXTERIOR LIGHTING SHALL BE SHIELDED AND DIRECTED DOWN TO PREVENT LIGHT TRESPASS AND SHALL COMPLY WITH DARK SKY GOALS
 2. MAX. HEIGHT OF INTERIOR PARKING LOT LIGHTS = 16'
 3. ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW; MECH SCREENS MAY EXTEND 5' ABOVE ALLOWABLE BUILDING HEIGHT

- EXTERIOR FINISHES LEGEND**
- SYNTHETIC WOOD SIDING
 - BRICK - CHARCOAL
 - BRICK - WHITE
 - HARDIE PANEL - IVORY
 - HARDIE PANEL - CHARCOAL

Revision Schedule	
MARK	DESCRIPTION
2	OWNER UPDATES

AE2017.084
BUILDING 2
EXTERIOR
ELEVATION -
NORTH

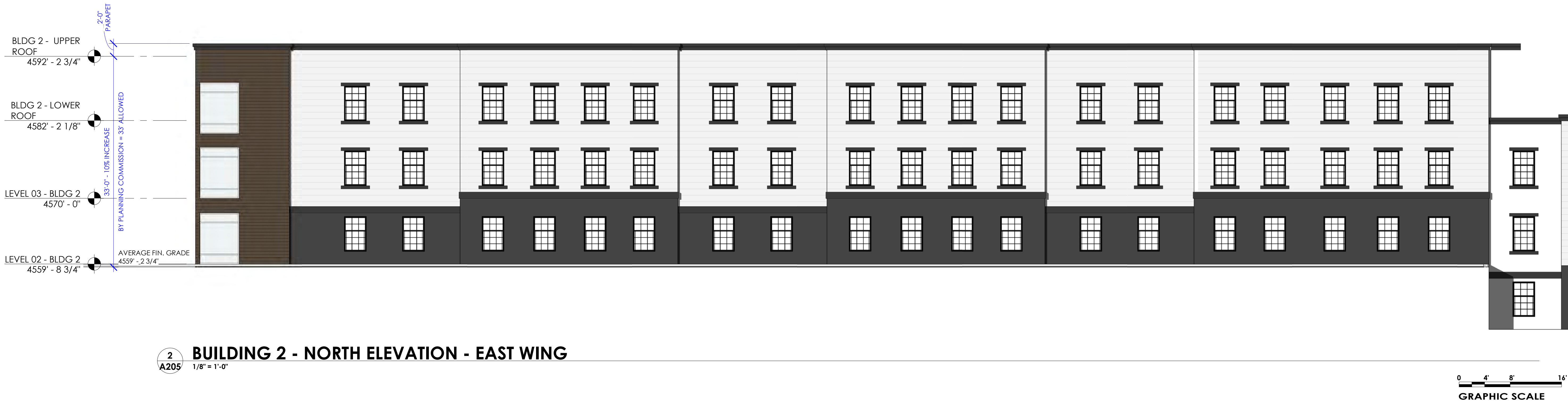
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A205

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DESIGN REVIEW RESUBMITAL 12 MAY 2020



BUILDING 2 - NORTH ELEVATION - EAST WING
1/8" = 1'-0"



BUILDING 2 - NORTH ELEVATION - WEST WING
1/8" = 1'-0"



3
A206
BUILDING 2 - WEST ELEVATION
1/8" = 1'-0"

0 4' 8' 16'
GRAPHIC SCALE



2
A206
BUILDING 2 - EAST ELEVATION
1/8" = 1'-0"

0 4' 8' 16'
GRAPHIC SCALE

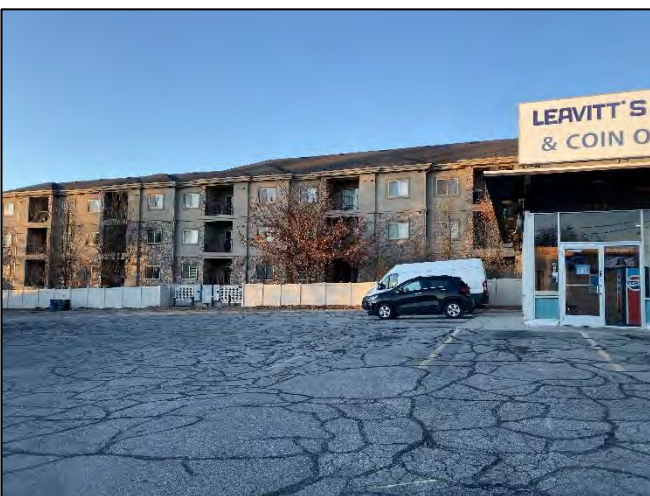
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- EXTERIOR FINISHES LEGEND**
- SYNTHETIC WOOD SIDING
 - BRICK - CHARCOAL
 - BRICK - WHITE
 - HARDIE PANEL - IVORY
 - HARDIE PANEL - CHARCOAL

ATTACHMENT D: SITE PHOTOS



View of Site, looking at 2100 South businesses



Miscellaneous site photos



**ATTACHMENT E: APPLICANT'S NARRATIVE & ADDITIONAL
MATERIALS**



TO: Salt Lake City Planning Staff
FROM: Rockworth Co – Tom Henriod and Adam Davis
DATE: November 26, 2019
RE: Twenty One's Narrative

Rockworth Development, AE Urbia Architects, and Rimrock Construction are excited to propose a new mixed used development on Salt Lake City's East Side, Twenty One's. The project will address the 21st and 21st Area Plan by providing a high-end mix of uses including approximately 16,000 SF of retail (shops, restaurants and service-oriented retail) and 99 high-end residential units with amenities. The retail component of the project will be included on the ground floor of a 2-story mixed-use building oriented to 2100 South. This building proposes to replace a deteriorating group of buildings and uses at this location that have outlived their depreciable life. Attractive storefronts, building facades, landscaping and outdoor dining areas will enhance the neighborhood environment and invite pedestrian traffic. Targeted tenants for the commercial space will include the best of local restaurants, shops and service-oriented retail (See Holladay Village Square for a model). These new vibrant uses will breathe new life into the community and bolster existing surrounding businesses, such as Blue Plate Diner and other local shops.

Above the retail along 2100 South and north of the retail in a separate 3-story building, we propose 99 residential dwelling units to add new activity and visual interest to the 21st and 21st Corridor. Residents will enjoy living in a true mixed-use environment among great restaurants and services in one of Salt Lake's most desirable neighborhoods. Twenty-two of the residential units will be located above the retail and the 77 remaining units will be located in the new 3-story building that will be equipped with private, secure, underground parking, fitness center, pet spa, bike share and multiple lounge areas – both indoor and outdoor.

The project intends to create a sorely needed community gathering area attracting nearby residents, quality businesses and destination seekers together in a safe, beautiful, architecturally inviting atmosphere for decades.

Thank you,

Tom Henriod



Adam Davis



Site Context Rendering



Twenty Ones – Design Review Code

TABLE A

Standards found in 21.A.59.050	How our proposed development meets those standards
<p>A. 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 the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.</p>	<p>See TABLE B for narrative on purpose statement and design regulations found in the CB zone. See Small Area Plan Narrative for narrative following the design guidelines.</p>
<p>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</p> <ol style="list-style-type: none"> 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot). 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood. 3. Parking shall be located within, behind, or to the side of buildings. 	<p>See site plan and application. Our retail shops will be placed directly adjacent to the sidewalk along 2100 S, placing primary entrances directly adjacent to the pedestrians as they walk the development and placing an emphasis on orienting our buildings to the sidewalk. Our residential building also optimizes what little frontage it has along 2100 E. The parking shall be located in between the two buildings behind the retail. Secondary accesses shall be placed to provide convenient access for both pedestrians and cars parked in the back. Additional residential parking will be below ground and underneath the northern building, hidden from street view.</p>
<p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p> <ol style="list-style-type: none"> 1. Locate active ground floor uses at or near the public sidewalk. 2. Maximize transparency of ground floor facades. 3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions. 	<p>Please see the site plan and store front renderings. Desires of section C. are addressed in our plan. Our first floor retail will include tall ceiling heights and glass to create high visibility into the retail shops. This is desirable for both the tenant and the pedestrian. Active ground floor uses will be restaurant including outdoor patio/ dining areas for patrons of the retail on the east and west side thus creating semi-public space near the sidewalk. Service-oriented retail will also be located in the project, creating a very active retail experience. This area helps to</p>

<p>4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces.</p>	<p>provide direct visual connection with the street and surrounding landscaping.</p>
<p>D. Large building masses shall be divided into heights and sizes that relate to human scale.</p> <ol style="list-style-type: none"> 1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis. 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height. 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals. 4. 4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan. 	<p>Our design includes buildings with articulated street fronts. Our plan includes materials that vary with each articulation. The site will have buildings with elevations that vary consistent with the site elevation change. Our new design will have a south street facing building no higher than 2 stories and a north building that includes a natural step similar to the neighboring apartment building. Our north building will be no higher than 3 stories. Parapet heights will also vary with building steps and articulation. To add visual interest building materials and colors will vary with building articulation, materials will also vary in layout and direction and will serve to break up larger building facades. Resident balconies will also give the buildings variation. First floor glass will comply with the design guidelines as well as the other building material ratios. Our design brings updated neighborhood character through our use of materials and site layout.</p>
<p>E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:</p> <ol style="list-style-type: none"> 1. Changes in vertical plane (breaks in facade); 2. Material changes; and 3. Massing changes. 	<p>Our current plan includes variations on parapet height as well as recesses and projections in the building footprint. In addition to changes in the vertical plane, our building will vary in materials and alternate in color with each retail location to provide a variety of architecture.</p>

<p>F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:</p> <ol style="list-style-type: none"> 1. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30"); 2. A mixture of areas that provide seasonal shade; 3. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted; 4. Water features or public art; 5. Outdoor dining areas; and 6. 6. Other amenities not listed above that provide a public benefit. 	<p>Sitting space will be implemented in the form of benches and two outdoor dining spaces for the public use as well as a fully amenitized roof top space for the private residence. Street trees and decks will provide shade, store front entrance awnings will also act as sun barriers. We plan to comply with the required number of both trees and street trees on our site. Bike racks will be included for additional public benefit.</p>
<p>G. Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive City skyline.</p> <ol style="list-style-type: none"> 1. Human scale: <ol style="list-style-type: none"> a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans. b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height. 	<p>1.a. Our 3-story residential building has been strategically placed to the north creating a step back between our buildings. The southern 2-story building was strategically located on the street frontage to mitigate the impacts of height and shadows for pedestrians.</p> <p>1.b. Not Applicable.</p>

<p>2. Negative impacts:</p> <ul style="list-style-type: none"> a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors. b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height. c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building. <p>3. Cornices and Rooflines</p> <ul style="list-style-type: none"> a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition. b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings c. Green Roof And Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system. 	<p>2.a. Current renderings show a variance in parapet height to help alter the height of each building when viewed from the street and to provide opportunity for varying architectural elements.</p> <p>2b. Our southern building is two stories and our building behind that to the north is three. This will help to vary the building massing.</p> <p>2.c. Although our building height isn't out of the ordinary, we do have a bridged entrance in the middle of our southern building which should provide for a wind break.</p> <p>3.a. The roofline will be cohesive with the building while still varying in height and architecture.</p> <p>3.b. While many of the buildings surrounding our project are older in nature, our roof form will attempt to continue the trend towards a new traditional retail style.</p> <p>3.c. We will provide a roof deck on our northern building to promote a compelling roof landscape as well as to provide appealing mountain views for our residents.</p>
<p>H. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.</p>	<p>Safety is an utmost priority for our site. New sidewalks and stop signs will be added as well as new and improved parking in the interior and south sides of the site. Mid-block</p>

	sidewalks will be added as well as mid-block cross areas guarded by stop signs.
I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (See subsection 21A.37.050K of this title.)	Our waste and recycling containers will be on the northeastern portion of the site. This will utilize both buildings as screening from the area, which will additionally be screened on its own.
<p>J. Signage shall emphasize the pedestrian/mass transit orientation.</p> <ol style="list-style-type: none"> 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building. 2. Coordinate signage locations with appropriate lighting, awnings, and other projections. 3. Coordinate sign location with landscaping to avoid conflicts. 	Signage will not only direct public and private traffic but it will also be used as a modern element to update the site. New stop signs will be added for safety. Retail front signage will direct public and will comply with the signage standards. Lighting will comply with design standards and will enhance the safety and neighborhood feel of the site. Signage will be coordinated with landscaping to avoid conflicts.
<p>K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</p> <ol style="list-style-type: none"> 1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan. 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky. 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and 	Street lights shall be sufficient as recommended in the master plan in order to provide safety for pedestrians and automobiles. Lighting will be night-sky-compliant and will be of a low intensity. Lighting will also accent the architectural features of the building and help to improve sign legibility and pedestrian comfort.

<p>support pedestrian comfort and safety.</p>	
<p>L. Streetscape improvements shall be provided as follows:</p> <ol style="list-style-type: none"> 1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester. 2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards: <ol style="list-style-type: none"> a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur. b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table. c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI). 	<p>One street tree (compliant with the list) will be placed every 30'. Trees removed due to development will be replaced. Hardscape shall comply with design standards and will be a durable material. Low trafficked areas will utilize materials that allow for rain water penetration. Materials will be chosen that are consistent with the neighborhood aesthetic. Our site will be ADA compliant. Asphalt will be limited to drive aisles.</p>

<ul style="list-style-type: none"> d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City. e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities. f. Asphalt shall be limited to vehicle drive aisles. (Ord. 14-19, 2019) 	
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TABLE B

Design Regulations for the CB Zone (21.A.26.030)	
Purpose Statement and design regulations: The CB Community Business District is intended to provide for the close integration of moderately sized commercial areas with adjacent residential neighborhoods. The design guidelines are intended to facilitate retail that is pedestrian in its orientation and scale, while also acknowledging the importance of transit and automobile access to the site.	Our development has been tailored in order to precisely meet the purpose statement of the CB zone. We will provide a moderate amount of housing (99 units) close to retail shops (16,000 SF) that provide a nice living environment with shopping opportunities that excite residents and locals in the surrounding neighborhood. Retail access along the frontage of 2100 S will promote pedestrian friendliness and safety, with angled-in parking to still accommodate automobile traffic.
F. Minimum Yard Requirements	This plan is in keeping with all minimum yard requirements of the zone.
G. Landscape Yard Requirements	No front or corner side yards in plan.
H. Maximum Height: 30 feet	Our project shall not exceed 30 feet in height, excepting our parapets which will be added to create visual interest as well as shield HVAC equipment on the roof, which is allowable.

Twenty Ones - Small Area Master Plan

PLAN REQUIREMENT / REQUEST:	HOW OUR PLAN MEETS THOSE NEEDS:
Potential Land Use Map on page 5	Our development complies with the Small Area Plan for the proposed use of the corner of 21 st and 21 st , providing ~ 16,000 SF of restaurant and retail and 99 class A residential units with amenities.
Plan Goal 1: Create a unique destination that respects the neighborhood scale.	Our residential design is a unique destination that respects the neighborhood scale. The building will be a maximum of 3 stories and no taller than the guidelines of the Small Area Plan and Zoning Ordinance. Architecture will complement the surrounding neighborhood and add visual interest to the area and streetscape. See discussion on building height below for additional discussion of scale.
Plan Goal 2: Provide commercial opportunities for neighbors and visitors.	16,000 SF of retail and restaurant space facing the street will help revitalize an otherwise deteriorating area in the heart of Sugarhouse and provide services in high demand.
Plan Goal 3: Support local businesses in the district.	This new corner development will draw in local tenants as well as bolster the business for Blue Plate Diner and other local shops. We will target the best of local restaurants, retail, and service-oriented businesses (See Holladay Village Square).
Private Space	
Building Placement	
Front/ Corner Yard: Buildings close to sidewalk with various setbacks to create semi-public spaces.	Buildings front the sidewalk and will have varying entrances and setbacks to create a unique architectural style. Outdoor dining/ patio is located on the west and the east side of the retail building to create additional semi-public space. Glass storefronts on the ground floor will increase visibility into retail shops.
Parking Placement	
Reduce visual impact of parking and make it safe for pedestrian access. Parking should be efficient to reduce amount of land dedicated to parking. Minimize conflict with pedestrians.	The project has three total accesses, two on 21 st S and one on 21 st E. Parking is mostly on the interior and underground areas of the project. Minimal surface parking along 21 st S is proposed in order to increase accessibility to retail. An interior drive with only three access points helps to minimize visual impact and increase walkability for pedestrians along the project. Our mixed-use building is oriented to the street adding visual interest to the 2100 South corridor and obscures

	the parking in the rear. The project is intended to invite pedestrian traffic.
Building Height	
Two to three story buildings are appropriate, especially if the three storied buildings are stepped back. Ground floor should have sufficient height.	Our main frontage along 21 st S is two stories, and our secondary residential building behind it is three stories, following the recommendation of stepped-back building heights all while keeping heights within the area plan guidelines. 12-foot min., 15' avg. ceilings on the ground floor will be attractive to retail tenants and will provide lots of visibility into the restaurants and retail for pedestrians.
Building Mass and Scale	
Small individual developments are preferred, with perceived width matching that of smaller developments.	The project is small in scale – only 16,000 SF of shops space and 99 residential units broken up into what are effectively 3 separate buildings. Storefront features distinct to each entry area will create the perception of construction over time. This will include varying materials, colors, and building articulation to create various relief treatments along the façade.
Avoid flat looking walls and boxy buildings.	The municipal code allows for a 5-foot extension for parapet height as long as it is hiding mechanical equipment. We plan on varying parapets and materials to create visual interest.
Building Façade Materials	
Primary and secondary materials should match the surrounding neighborhood and be consistent throughout the project. Use details to break up uninspiring and solid surfaces. Break up the monotony of larger developments.	We plan to match the quaint and established character of the area by using brick and glass as our primary materials. Wood and other elements will be used to vary the architecture and color as accents to create visual breaks in the design of the project.
Building Signs	
Signage is an opportunity to provide individual character to a building. Signs should orient to the pedestrian, complement the building, and be scaled appropriately.	We plan on creating a unique architectural feature distinct to the project by bridging the residential second story along 2100 S over an entrance to the retail parking. We will locate the main sign for the project above this bridged entrance. Additional tenant signage will be smaller, appropriately scaled and designed to enhance the pedestrian experience. Tenant signage will be submitted to ownership and approved per the city code.
Semi-Public Space	
Create a high level of street engagement.	Our project provides retail and restaurant space directly adjacent to the sidewalks to engage passersby. Updated

	landscaping with street trees as well as outdoor seating and patio space will also help with a high level of street engagement.
Ground Floor Minimum Heights	
Ground floors should be taller than upper stories- minimum of 12 feet.	Our proposed development has a ground floor of 12-foot min., 15' avg. for the retail and 10 feet for the residential above. Taller clear heights are more attractive to prospective tenants and increase engagement from patrons.
Building Entrances	
Ground floor commercial should have large amounts of clear glass, and each business should have their own entrance with unique features to highlight the entrance (awnings, architecture, signs, inset doors, etc.). No dark or reflective glass windows.	Ground floor commercial space will have large amounts of clear glass to engage the public and each business will have their own entrance with unique features to highlight the entrance. Creative parapets and building articulation will give the site a unique feel, as if the buildings were all built at different times.
Front Yards & Plazas	
Must be maintained with landscaping and a patio or plaza. Should have seating, dining, and art, as well as contribute to the unique character of the district. Outdoor dining allowed.	All landscaping and patio space will be professionally maintained. Outdoor seating, dining, and art will contribute to the unique character of the district.
Public Space	(The area between the building and street)
Sidewalks	
Recommended width of sidewalk space is 10 feet. Where sidewalk isn't 10 feet wide, buildings should be setback to provide space for 10 feet of sidewalk. The first two feet of sidewalk next to the curb should be a different color or paving material than the other 8 feet.	The project will be pedestrian friendly and encourage pedestrian traffic from the neighborhood. We will provide sufficient space for sidewalks as well as architectural features to enhance the look and feel of the pedestrian walkways. We will discourage the use of skateboards and scooters on the sidewalks and will potentially add deterrents.
Street Trees	
Must plant 1 tree per 30 feet of street frontage. Trees expected to reach a minimum width of 25' recommended. Planting soil must be loam or bioretention soil. Tree gates or wells required next to	We plan to follow the area plan for plantings, both type and number.

hardscape and must leave 6 feet of walkable sidewalk width.	
Lighting	
Should complement other architectural elements, poles should accommodate banners and signs. Parking lot lighting should be low in height, street lighting appropriate to light the street. LED preferred.	Our lighting will complement other architectural features. Our parking lot lamps will be appropriate in scale and night-sky compliant. We will use LED lighting when possible. Tenant signage will be submitted to ownership and approved per the city code. (You may want to add something here about whether or not neon tenant signage will be allowed?)
Site Furnishings in the Public Way	
Bike racks should provide adequate bike parking for each building.	Bike racks will be provided to accommodate adequate bike parking for each building. We will also have a bike share program for our residents with an indoor bike share room.
Obstacles to Implementing the Small Area Plan	
Diversity of Business Types	
New developments should be designed to accommodate a variety of business types.	We will target a variety of service-oriented retail, restaurants, salons, and local shops for an all-inclusive 21 st shopping experience.

Twenty One's - Remedial Action Plan

Mossberg 2100 LLC, Owner, and Rockworth Co, Developer, are working with Terracon engineers on a remedial action plan that has yet to be reviewed by the Division of Hazardous Waste.

The purpose is to remove any soils that are potentially contaminated and put into place practices that will prevent any future potential contamination and protect any future patrons and or residents.

Upon completion of the proposed remediation plan a copy will be provided to the city.

ATTACHMENT F: 21ST & 21ST NEIGHBORHOOD PLAN



2100 South & 2100 East Neighborhood Plan

**ADOPTED
NOVEMBER 21, 2017**

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ACKNOWLEDGEMENTS

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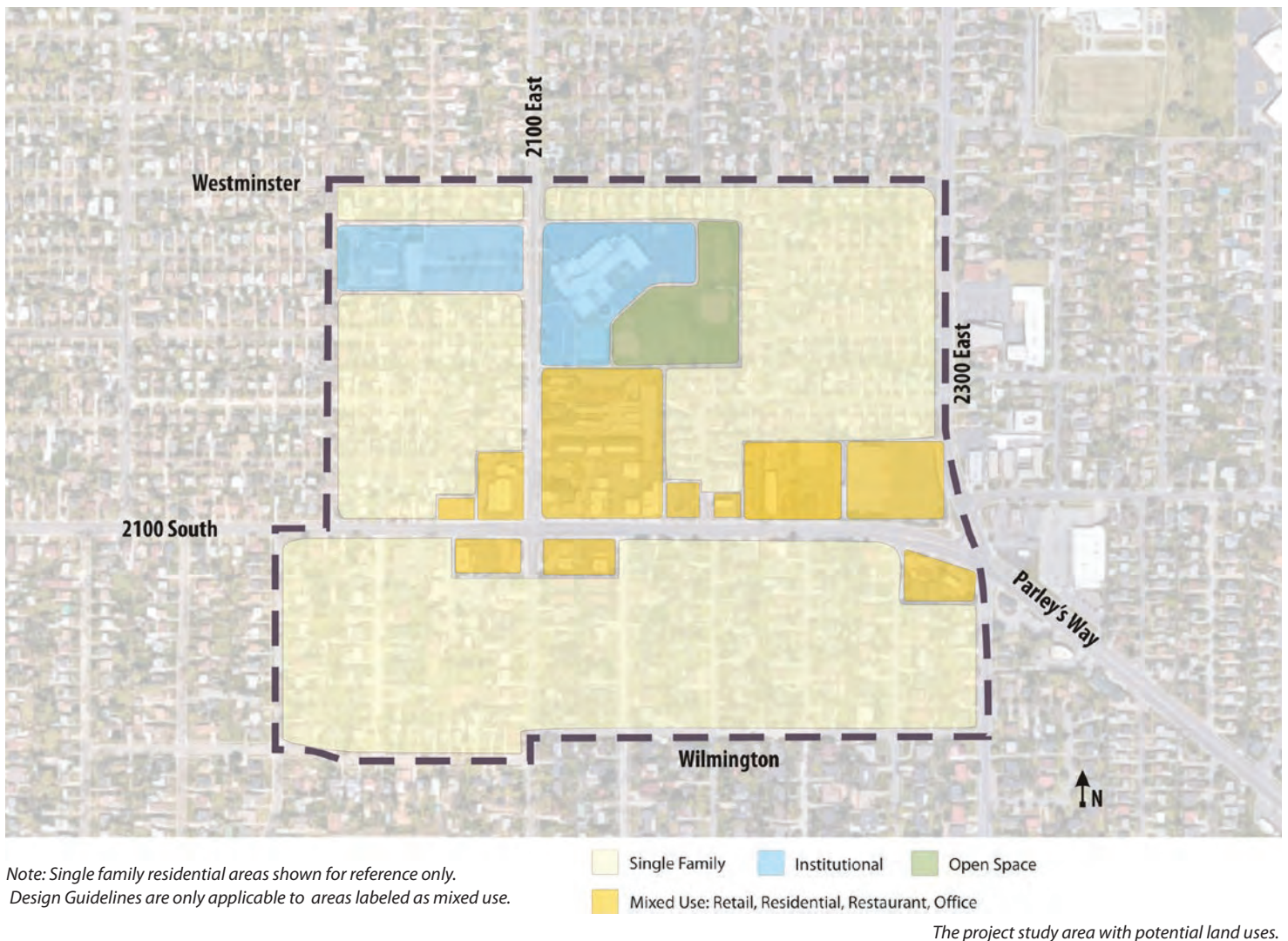
Daniel Echeverria - Principal Planner

DESIGN TEAM

CRSA: Kelly Gillman, Susie Petheram, Tina Gillman

The neighborhood plan will address the characteristics of the future development of this neighborhood. The goal of this plan is to create an improved and beautified business district that is a unique destination but still remains compatible in scale with nearby existing, well established neighborhoods.

PROJECT PURPOSE
21ST & 21ST NEIGHBORHOOD PLAN



1. INTRODUCTION

The area at 2100 South and 2100 East in Salt Lake City, commonly referred to as 21st & 21st, is a bustling node surrounded by residential neighborhoods. Here people can walk from home to dine at a café or restaurant, shop at a clothing boutique, visit a coffee shop, attend yoga or dance class, get a haircut and other similar activities. For many years the area remained generally unchanged. However, recently Salt Lake City recognized a need to proactively guide the future of this area before significant changes occur. This neighborhood plan is a tool to prepare for anticipated growth. While the intersection of 2100 South and 2100 East is easily recognizable as a business node, it is important to note that the boundaries of this neighborhood plan extend beyond the intersection east/west from 2000 East to 2300 East and north/south from Westminister Avenue to Wilmington Avenue.

The goals of the plan are to:

1. **Create a unique destination that respects the neighborhood scale.**
2. **Provide commercial opportunities for neighbors and visitors.**
3. **Support local businesses in the district.**
4. **Establish design guidelines addressing building scale, materials, street engagement and public spaces.**
5. **Provide an environment where pedestrians can travel safely in and through the neighborhood.**

With this neighborhood plan in place, Salt Lake City now has a tool to guide development in a manner consistent with the goals for the 21st & 21st area.

2. PLAN ELEMENTS

These elements are organized into the categories of Private Space, Semi-Public Space, and Public Space. Design guidance is provided for plan elements within each category to provide the community, architects, engineers, design professionals, contractors, city staff, and city leaders a cohesive direction for building and site design in the district. This neighborhood plan is designed to help developers and building owners understand the relationship between the street and their own lots and buildings. This relationship is important because the quality of this relationship impacts the area's desirability which impacts if people will visit the area and patronize local businesses. Local businesses are important in this area so the strategies are intended to provide improvements that will support local businesses in a manner that is compatible with surrounding residential neighborhoods. The City also has additional economic strategies in place to support local businesses.

Private Space

- Building Placement
- Parking Placement
- Building Height
- Building Mass
- Building Materials
- Signs

Semi-Public Space

- Building Entrances
- Ground Floor Minimum Height
- Front Yards & Plazas



Public Space

- Sidewalk
- Street Trees
- Lighting
- Site Furnishings
- Parklets

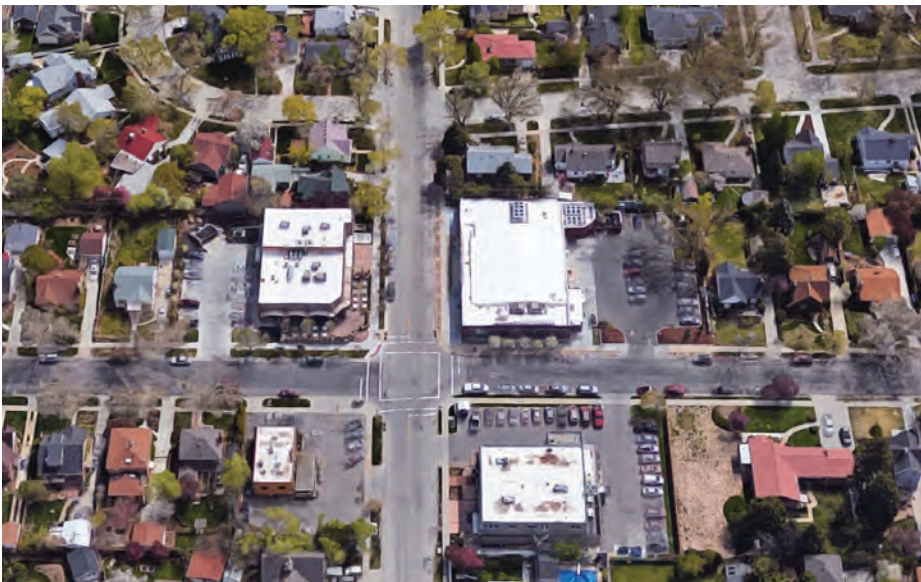
I. PRIVATE SPACE

Private space is property that is not part of the public way. Yet the placement of buildings and parking lots collectively determine what type of place is created. Building heights, mass, materials and signs create the “look and feel of a place.” The significant impact of these elements requires design guidance to ensure the goals of the neighborhood plan are met.

BUILDING PLACEMENT

The placement of a building in relationship to the street is a defining characteristic of a place and is a significant factor in how satisfactory a place is for walking. Building placement and orientation must reinforce the connection to primary and secondary streets and contribute in a positive manner to the streetscape.

- Front/Corner Yard: Buildings should be placed close to the sidewalk with various setbacks to allow for semi-public spaces such as patios, plazas, and outdoor dining. Retail stores should be placed close enough to the sidewalk to allow passers-by to see into the store.
- Interior Side Yard: Buildings should be close together. Larger setbacks are appropriate as a buffer next to single family homes.
- Drive-thrus are strongly discouraged and should not be allowed at all in front or corner side yards.
- Orient buildings parallel to the street. If a building is on a corner lot, it may either face both streets or have a corner orientation. This is not to preclude entrances or facade detailing to other orientations such as a side parking lot.



Bird's Eye View: The top two buildings placed on the corner create a friendlier pedestrian environment than buildings with parking adjacent to the corner.



A street level view of the bird's eye view on the left.

PARKING PLACEMENT

Walkable business districts locate parking in places that reduce the visual impact of the parking and make it safer for people walking through the district.

- Front/Corner Yards: Parking lots should be located behind or to the side of buildings. Parking should not be located between the building and the street.
- Interior Side Yard and Rear Yard: Parking adjacent to residential use is required to have a buffer of fencing and landscaping to reduce the visual impacts of parking lots.
- Use of shared parking lots that provide more efficient parking patterns and reduce the amount of land

dedicated to parking is encouraged. Cross easement agreements must be in place for shared parking allowances.

- Locate interior driving routes so that conflict with pedestrians is minimized.
- Define interior circulation drives with other site design features such as lighting, trees and other planting areas, special paving, and walkways.
- Curb cuts should be limited to the minimum necessary to decrease potential conflicts between pedestrians and vehicles.

BUILDING HEIGHT

Building height is an important characteristic to consider when fitting a new building into an established residential area. It is appropriate for buildings in the 21st & 21st district to maintain a relatively low building height. Two to three story buildings are appropriate, particularly if the third level is stepped back from the street. Stepping back upper stories allows incremental change in building height between residential areas and business uses.

- Third floors should be stepped back from the street as a buffer to reduce their visual impact.
- When adjacent to single family homes, upper levels of buildings should be stepped back from the ground floor as a buffer.

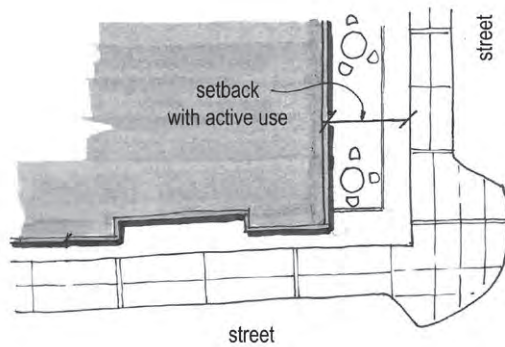
BUILDING MASS AND SCALE

Utilizing appropriate massing changes a building's visual scale and can allow new development to complement and respect the surrounding residential neighborhood.

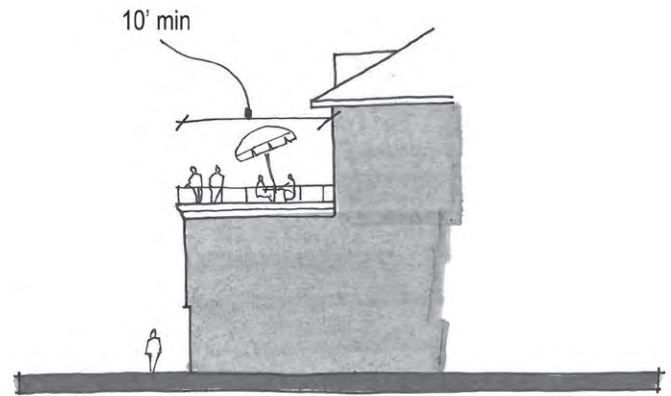
- Small individual developments are preferred. Several small developments contribute a greater degree of diversity than a few large developments.
- The perceived width of buildings must be consistent with smaller developments. Divide wider buildings into modules to convey a sense of more traditional construction. This is especially recommended for a series of adjacent businesses housed in one development or for buildings with wide facades or long depths.
- The length of a street facing building facade should not extend longer than 150 feet.
- Avoid flat looking walls/facades and large, boxy buildings. Break up flat front and sides by introducing projecting elements such as wings, porticos, bay windows, awnings, recessed balconies and/or alcoves.
- A horizontal wall should not extend for a distance greater than 30 feet without a change in articulation or materials.
- Provide for depth and variation in a façade through the use of different colors, materials, and other details.
- Articulation--changes in the surface of the building such as columns or piers--should be carried from the base of the building to the roof or upper story setback.



This building uses a variety of strategies to break up the mass and scale of the building so that one large building appears as if it were multiple buildings.



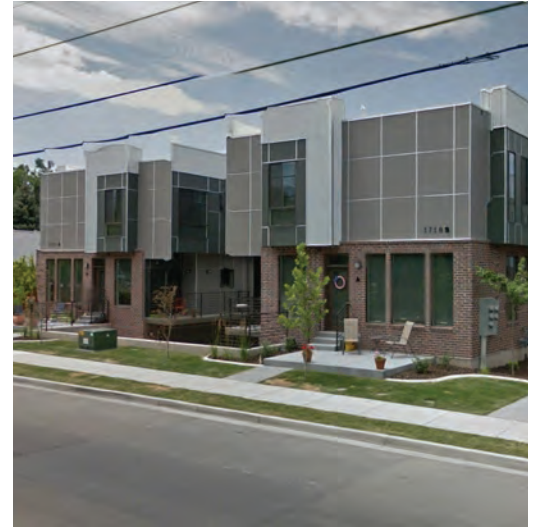
Buildings should be placed close to the street.



Upper stories of buildings should be stepped back.



Large amounts of glass and articulation break up this building's mass.



Articulation and detailing change the visual scale.

BUILDING MATERIALS

Building materials can be classified as either primary or secondary materials. Primary materials comprise the bulk of the building facade material. Accent materials are architectural decorative elements that are integral to the design of the building. A mix of both types can reduce the visual size of a building and avoid monotonous blank walls.

- Primary materials should be premium, durable materials such as, but not limited to, brick, cementitious fiber board and plank, metal panel (ACM, MCM, ribbed, etc.), glazing, precast concrete and decorative concrete masonry unit veneer.
- Material types and detailing should be consistent on all sides of a building. For example, materials used on primary facades should also be used on secondary sides.
- The same massing, articulation and detailing used on secondary facades should be consistent with the primary facade.

- Consider durability and life cycle in the selection of materials.
- Use materials in a manner that is consistent and visually true to the nature of the building material.
- Use natural building breaks (such as inside corners) for changes in materials, rather than abrupt changes or changes at outside corners to avoid the appliqué look of a material.
- Materials should respect the scale and character of the neighborhood.
- Large expanses of a single material should be broken up by windows, a change in material color or direction, or by other means.
- Use a balance of colors and materials to break up the monotony of larger developments.
- The use of details can break up uninspiring solid surfaces and can help avoid the box-like appearance often seen in new construction.

SIGNS

Signage is an opportunity to provide individual character to a building and neighborhood.

- Signs should orient to the pedestrian in overall size and placement.
- Signs perpendicular to the building are preferred.
- Sign materials and colors should complement the materials, colors and architecture of the related building.
- Signs should be scaled appropriately to the building. Large cabinet signs are not appropriate.
- Sign materials should be high quality, durable materials.

II. Semi-Public Space

Semi-public space is defined by how the design of a site and building allows people to interact and engage with the street. Buildings with large glass windows allow views both from the inside of the building to the street and from the street into the building. Regularly spaced entrances facing the sidewalk allow people to easily access a building from the street. Space for outdoor dining brings life and activity to the street. A high level of street engagement creates a lively, inviting street where people want to spend time.

GROUND FLOOR MINIMUM HEIGHTS

The height of a building's ground floor level impacts engagement with the street. A generous ground floor ceiling height makes a space feel inviting instead of cramped, makes retail/commercial uses more visible and lets more light into the interior of the building. Also, different building types and uses require different building heights. Shops, stores and restaurants generally will have higher ceilings than residential uses. Requiring minimum ground floor heights allows for a flexibility of uses to occur over time.

- Ground floors should have a taller ceiling than upper stories.
- Commercial, retail, restaurant, office and similar uses should have a minimum 12 foot ground floor ceiling height.
- Residential uses should also have a minimum 12 foot ground floor ceiling height to allow for future flexibility.

BUILDING ENTRANCES

An inviting building front works in concert with building placement to define the look and feel of place. The placement of entrances is a factor in determining how satisfactory and pleasant a place is for walking.



Building entrances open to the street and corner. Color and articulation create visual interest.

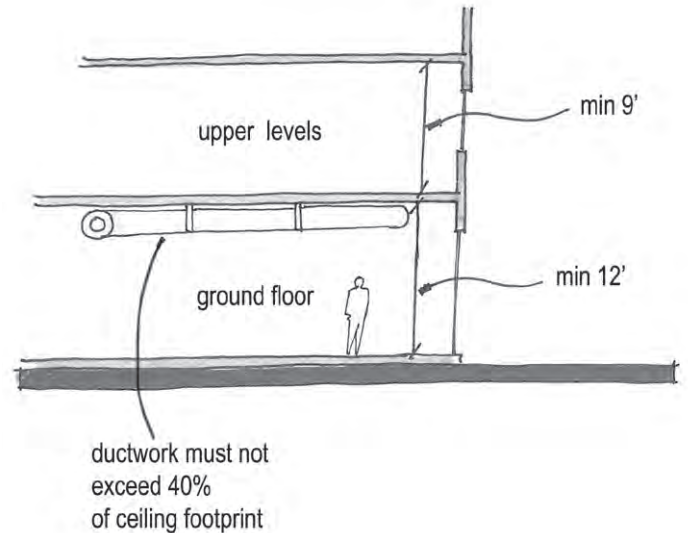


This building's generous ground floor height and large amounts of glass create interest for people walking on the sidewalk.

- Ground floor commercial uses should have large amounts of clear glass that allows passers-by to see into the store.
- Ground floor residential buildings should have an actively used room facing the street with windows large enough for occupants to easily see out onto the street.
- Commercial spaces on the ground floor should be of a size that supports local businesses with each business having a unique entrance to the sidewalk.
- Building entrances should be highly visible and defined by a unique feature such as an awning, inset doors, projecting sign, or significant architectural detailing to highlight the entrance.
- Primary building and business access should be from entrances on street facing facades, rather than from entrances facing parking lots.
- Doors located adjacent to sidewalks should open inward or be inset to avoid striking pedestrians on the sidewalk.
- Windows at the ground level must be clear glass and placed at a height that allows a visual connection of indoor and outdoor environments.
- Avoid the use of dark-tinted or reflective glass windows. Instead, awnings, overhangs, eaves, arbors and other similar features should be used to shade windows and achieve the energy efficiency of tinted glass.

FRONT YARDS & PLAZAS

A front yard is defined as the area between the building's front facade and the property line or right-of-way line. A front yard is created when the building is set back from the property line. How front yards are treated plays a role in how a



A gracious ground floor makes a space feel inviting.

building engages a street. Front yards can provide pockets of space for activities such as outdoor dining, seating, bike racks, merchandise displays, and space for vegetation to soften the surrounding hard materials of sidewalk, buildings and street.

- Front yards must be maintained with plants (landscaping), patio or plaza
- Front yards should be designed to complement the building through the use of appropriate paving materials, providing amenities such as seating, dining, and art, and by providing unique design that contributes to the character of the district.
- Outdoor dining is an allowed front yard use. Outdoor dining should follow applicable city outdoor dining requirements.
- Site furnishings in front yards and plazas should follow the same general selection criteria as site furnishings in the public way. This criteria is provided in the Public Space: Site Furnishings section of this document.



Outdoor dining brings activity to the street.



A parklet with outdoor dining and bike parking.

III. Public Space

Public space encompasses the area between buildings and the street. The public space is where street activity happens. A well designed public space is important to fulfilling the goal of creating a district that is a unique destination. The recommended improvements in this section all fit within the existing right-of-way. More extensive improvements would require additional right-of-way which is not feasible at this time; however, improvements conducive to improving pedestrian safety are recommended.

SIDEWALK

Sidewalks provide places for people to walk and socialize. They also provide opportunities for merchants to engage people who are passing by.

- New developments should replace and repair damaged or missing sections of sidewalk.
- The recommended sidewalk width is 10 feet. Where sidewalks are not 10 feet wide, buildings should be setback to provide enough space for a 10 foot wide sidewalk.
- Grading issues should be addressed when sidewalks are repaired or replaced. Sidewalks that are uneven can be difficult to traverse.
- The first 2 feet of sidewalk adjacent to the curb should be a different color or paving material than the remaining 8 feet. The color should be coordinated across the district.
- To allow for the installation of wider sidewalks, the city should consider narrowing existing travel lanes or other creative designs to provide additional right of way.



Sidewalk with a different color near the curb edge creates a visual buffer for pedestrians.



A tree lined street in the study area provides shade and comfort for people walking.

STREET TREES

In Salt Lake City's arid climate street trees support a comfortable pedestrian environment because temperatures in the shade of a tree are significantly lower than on an exposed sidewalk. Street trees also unify a streetscape and provide an implied barrier between the sidewalk and cars on the street thus increasing safety for people walking.

- Plant 1 tree per 30 feet of street frontage.
- Street trees that are expected to reach a canopy width of a minimum of 25' are recommended.
- Tree grates are required where trees are surrounded by hardscape.
- In lieu of tree grates, tree wells—planting areas around the base of a tree—are acceptable if they are a size similar to a tree grate and are planted with ornamental grasses, perennials or small shrubs. A garden fence or other low border to prevent people from walking in the tree well is recommended.
- The width of grates or wells must leave a minimum of 6 feet traversable sidewalk width.

PARKLETS

Parklets are small spaces that provide a temporary place for people to rest, relax and socialize in public spaces. In the 21st & 21st area, parklets could be used to help create a unique character and activate small, unused spaces. Any parklets must follow city parklet guidelines.

BIKE LANES

Public feedback showed strong support for bike lanes; all bicycle infrastructure improvements should follow the

recommendations for the corridor as proposed in the Salt Lake City Bike and Pedestrian Master Plan.

TRANSIT

Salt Lake City should work with the Utah Transit Authority (UTA) to improve and expand the hours and area served by existing bus service in the area. Currently, there is no bus service on 2100 South east of 2100 East. UTA should also be encouraged to install a bus stop closer to the intersection of 2100 South and 2100 East to encourage greater transit use.

CROSSWALKS & PEDESTRIAN SAFETY

Well-marked street crossings are key to communicating the message that pedestrians are welcome in the area. Highly visible crosswalks also play a crucial role in improving safety. Crosswalks can also contribute to improved streetscape aesthetics and connect surrounding neighborhoods to the shops, restaurants, and other businesses in the district. These improvements draw people to the area to patronize the area's businesses.

- Stamped or colored concrete is preferred. At a minimum, thermoplastic should be used to mark crosswalks.
- Additional crosswalks should be installed along 2100 South at approximately 1900 East and 2200 East, creating further options for pedestrians to cross the highly trafficked street. Exact locations should be determined at the time of construction.
- Crosswalks not located at signalized intersections should also include a self activated warning system such as a HAWK signal.
- When designing crossings, it should be taken into consideration that there are many children traveling back

and forth across 2100 South to attend school at Dilworth Elementary and Hillside Middle School.

- Where possible, adding bulbouts at intersections or raised landscaping planters may be appropriate. These elements can create the perception of a narrowed right of way and provide larger areas for pedestrians to wait at crosswalks.
- All safety improvements should take into consideration the abilities of all users.

LIGHTING

Lighting should be selected as much for aesthetics qualities as technical qualities. The term lighting when referring to street, pedestrian or parking lot lighting includes the pole, lighting fixture and lamp (the light source). The aesthetic qualities of poles and fixtures contribute to quality of a space and can be a defining visual characteristic of a place. The technical qualities of lighting can either contribute or distract from the quality

of the night time environment as lighting is important for creating an ambience that is inviting and safe.

- The design of light poles and fixtures should complement other site furnishings and architectural elements
- Light poles should accommodate banners and signage.
- Parking lot or structure lighting should be low in height with full cut off globes regardless of neighboring uses.
- Preference for fixtures with a Department of Energy LED Lighting Facts Label.
- Preference for fixtures that meet the most current Illuminating Engineering Society (IES) recommendations for color rendering index, color temperature and backlight, uplight and glare.
- Pedestrian oriented lighting should be provided to add an element of safety and should be lower in height than street lighting.



A generous amount of conveniently located bike racks encourage people to bike—even when the building is just opening for the day.

SITE FURNISHINGS IN THE PUBLIC WAY

Site furnishings—benches, bike racks, wayfinding signs, chairs, tables, tree grates, litter receptacles, bollards, garden borders, and planters—play an important role in outdoor spaces. Site furniture influences how people respond to a space, conveys powerful meanings that people are welcome, and can communicate the identity of a place. Well-designed seating allows people to spend more time in a place and furniture can be used to define a space and create visual order. Site furnishings also provide utilitarian functions such as recycling and trash receptacles to keep an area clean and bike racks to provide people a place to park their bike while they visit nearby businesses.

General criteria for site furnishings in the public way:

- **Durability:** Selected furnishings should provide many years of public use with minimal need for repairs or replacement.
- **Safety:** Site furnishings should be inspected during construction to ensure they are installed according to the manufacturer's instructions. Periodic inspections should be scheduled to ensure on-going safety. Freestanding seating should not tip even when people sit on the edge. Any umbrellas in the public right-of-way must be fixed to the ground and fabric umbrellas lowered during windy times.
- **Form and Character:** Selected site furnishings should complement each other. The form and character should be elegant and keeping with the goal of a lively and improved district.

Criteria by Product Type:

Bike Racks:

- Bike racks must
 - support the bike frame (preferably at two contact points),
 - accommodate a variety of bicycles,
 - allow locking of frame and at least one wheel,
 - be securely anchored or embedded
 - be intuitive to use without the need for written instructions.

- Rack material must be highly durable.
- Adequate bicycle parking should be provided for each building.
- Bike racks should be located in a highly visible location near the sidewalk and with enough space to maneuver bicycles in and out of the rack. Racks should not block the sidewalk travel zone.

Seating:

- Locate seating at regular intervals throughout the study area.
- A mix of seating types for resting, watching, socializing and eating is encouraged.
- Use seating at the neighborhood plan boundaries to mark the entrance to the district.
- Seating must be touchable in any kind of weather (i.e. will not become too hot for use on warm, sunny days.)

Tree grates:

- Grates must meet ADA requirements.
- The grate opening should be large enough to accommodate the anticipated mature trunk size.
- The grate pattern should complement other site furnishings.
- The grate and frame should be strong enough to handle loads of maintenance vehicles and other anticipated traffic.

Garden Borders:

- Garden borders are recommended around tree wells to protect tree well plants from pedestrian traffic.
- Garden borders should meet the same standard of durability and function as other site furnishings.

Planters:

- Planters should be sized adequately for the mature size of the plants.
- Planters should be structurally strong enough to hold the weight of plants and water and withstand freeze/thaw expansion.
- Planters on sloped surfaces should be leveled.



Vibrant light poles and benches help create an identity for this area.

IV. Obstacles to Implementing the Neighborhood Plan

Plans often face obstacles to implementation and this plan is no exception. However, these obstacles are not insurmountable. Awareness of obstacles prior to plan implementation is an opportunity to anticipate them and prepare a way to overcome them. Possible obstacles to plan implementation include:

Environmental Concerns

A dry cleaning business, now out of operation, was located in the 21st & 21st area. The ground underneath the business is contaminated with by-products of dry cleaning operations. Any development on this property will likely require some clean up of the contaminated soil. Any development in the area must be able to prove that it can be constructed without detrimental effects.

Economic Development Challenges

There are several possible economic development challenges due to the logistics of tearing down older buildings that contain established businesses and replacing those buildings with new development. Often local businesses do not own their own building and cannot afford to occupy spaces in new

buildings due to increased rents. A common result of new development is displacement of long standing, successful local businesses. Also, new developments often include large retail spaces that are difficult for small local businesses to fill.

Land use restrictions pose another challenge. Such restrictions commonly prohibit some small, local businesses from locating near neighborhoods. Examples include small scaled food production and other types of small scale production.

Diversity of Business Types

The type of businesses within an area also contribute to the scale and feel of an area. An area where most or all of the buildings have the same type of business feels larger than an area where there is a large variety of businesses. The 21st & 21st area currently hosts a large variety of business types and maintaining this variety is crucial to meeting the goal of creating a unique place. It is recommended that the City work with developers to ensure that new developments will be designed to accommodate a variety of business types.

City Code

To encourage an active and inviting streetscape, current city code outlines requirements for Building Entrance and Visual Access which includes minimum percentages of first floor glass, minimum number of entrances and maximum length



This building integrates outdoor dining space within its architecture.

of blank wall. Yet there is no minimum ground floor height. The height of a building's first floor is a critical element of a vibrant streetscape and contributes to a comfortable feel for people walking on the sidewalk next to the building. Architect David Baker explains that "Low ceilings make uninviting spaces that rent for less, feel cramped, are less visible from the street, and don't allow commercial uses to easily flourish." This neighborhood plan recommends implementing minimum ground floor heights. However, a minimum ground floor height may make it difficult for 3 story structures to be built within the current allowed building height limit.

Physical Constraints of Public Spaces

The current amount of space available for sidewalks, parkstrips and plazas is limited due to constraints imposed by the current travel lane configuration which consumes the majority of the right-of-way. Physical space limitations may warrant a reconsideration of the design of the street if the community and city leaders decide that more space above what is currently allocated is needed for pedestrians, park strips, and other public spaces.



Many public comments expressed a desire for wider sidewalks and a walkable neighborhood.

3. PLAN DEVELOPMENT PROCESS

The plan development process was split into three phases: Initial Data Gathering, Scenario Development and Preferred Plan. **The plan was developed from a variety of sources including public open houses, focus group meetings, an online survey, technical data, input from city staff and citywide vision and goals outlined in other documents such as Plan Salt Lake.**



PHASE 1: INITIAL DATA GATHERING

The purpose of initial data gathering was to collect and analyze information that could effect the recommendations in the plan. Data gathered during this initial phase included:

- Analysis of traffic counts, current zoning, street and sidewalk dimensions, and inventory of existing amenities.
- Focus group meetings to identify key issues and concerns.
- Open House #1 to identify assets and desired community identity.
- Studied other adopted master plan documents such as Plan Salt Lake and the existing Sugar House Community Master Plan

PHASE 2: GUIDELINE DEVELOPMENT

Information gathered from the technical data, focus groups and open house provided clear direction for moving the plan forward to Guideline Development. Different scenarios were developed based on information gathered in the first phase. The scenarios addressed Sidewalk, Building Placement, Building Height, and Building Façade.

- Four different scenarios developed for each category.
- The scenarios represented a range in the level of change, development density, and level of impact.
- The scenarios were presented at Open House #2.

PHASE 3: PREFERRED PLAN

The third phase of the project was preparation of a preferred plan for 21st & 21st. **The preferred plan represents the primary themes that emerged from the scenarios and is balanced with citywide goals of:**

- Supporting local businesses and neighborhood business districts.
- Growing in places with supporting infrastructure and amenities.
- Increasing the number of medium density housing types and options.
- Encouraging more walkable neighborhoods that are connected to business districts.
- Supporting and encouraging development that responds to the surrounding context and enhances public spaces.

The plan elements were developed with the intent to create a framework for the type of space that is desired with specific details remaining individual to each property. This framework is how the Plan Goals outlined in the Introduction will be achieved.



Key words that Open House #1 attendees chose to describe 21st & 21st.

Open House #1

- **Open house purposes:**
 - o Discover the broader community's desires for the area.
 - o Discover what places people considered as a community asset and as contributing to community identity.
- **Over 400 comments submitted.**
- **Key findings from the comments:**
 - o Strong preference for 1-2 story development.
 - o Strong preference for restaurants and shops.
 - o Strong preference for locally owned businesses.
 - o Community identity as single-family residential neighborhood.
 - o Preference against multi-story buildings and multi-family housing.
 - o Strong preference for upgraded streetscape amenities.
 - o Safety is high priority.
 - o Walkability is a high priority.
 - o Strong preference for bike lanes.



Open House #2

- **Open house purposes:**
 - o Present design scenarios.
 - o Attendees and on-line visitors asked to choose their preferred scenario.
- 320 people attended the open house.
- 304 people viewed the open house materials online at Salt Lake City Open City Hall.
- **A total of 111 comments were submitted.**
- **Themes that emerged from the comments:**
 - o Sidewalk: New sidewalk with building setback, trees, lighting and outdoor dining.
 - o Building Placement: Entrance and windows on street with outdoor dining and shared parking.
 - o Building Height: Two-Story Buildings.
 - o Building Facade: Moderate Facade Change.





APPENDIX

21st and 21st STAKEHOLDER MEETING FINDINGS

Date: May 5th & 6th, 2015

Location: CRS Engineers Conference Room & Blue Plate Diner

Staff Attendees: John Anderson (Salt Lake City Planning), Wayne Mills (Salt Lake City Planning), Ryan Wallace (CRSA)

Key Themes:

Community Identity

- This community values the single family residences and neighborhood schools, causing many families to have lived here for several generations.
- Neighborhood commercial center identity is eclectic and unique, any new development in the area should be in similar in character to enhance the existing neighborhood culture.
- Examples of the neighborhood commercial districts 9th & 9th and 15th & 15th were frequently mentioned as models for what 21st and 21st should become.
- This area is not – and should not become – Sugar House Business District.

Building Form & Use

- Any new development should not exceed 2 stories, possibly 3 with proper design treatment to avoid creating overwhelming vertical scale or blocking views to the Wasatch Mountains.
- Historically the buildings in the area have featured small footprints with significant transparency on the ground floor and this trend should continue to enhance the diverse, people-oriented, walkable street environment.
- Commercial uses should not expand into residential areas; redevelopment of existing commercial spaces should focus on local retail and office uses with limited housing options.

Streetscape Environment

- Amenities such as new pavers, street lamps, benches, and trees or other vegetation could further enhance the identity of this area.



- Parking should be on the street, behind buildings or underground to allow sidewalk areas to be maximized for window shopping and sidewalk dining.
- Buffers of landscaping, fencing and other means should exist between residential and commercial uses.

Transportation Options

- The community is walkable to destinations such as schools, parks and local restaurants. Creating additional opportunities for local retail such as restaurants, specialty items, and services is desirable.
- Street noise from vehicle traffic hampers the desirability of spending time at the intersection of 21st & 21st.
- A streetcar along 2100 South is not desirable.
- Vehicle traffic should continue to flow smoothly in this area.



ATTACHMENT G: PUBLIC COMMENT

The applications were received on December 13, 2019.

Early notification and Recognized Community Organization Notification was sent on January 16, 2020. Staff attended the Sugar House Community Council on February 10, 2020. The Sugar House Community Council noted that Twenty-six people signed the roll for this project and seven comment cards were received, in addition to numerous emails.

The following questions, concerns and items were discussed:

- Parking concerns & if there is enough to support the development
- Traffic impacts
 - Ingress and Egress concerns
 - Safety of children walking to school
 - Angled parking backing up on 2100 South
- Concerns about how many individuals will live within the structures
- Comments about increasing housing affordability
- Concerns about the impact to abutting properties
- Some individuals commented that they were happy to see the area redeveloped

Staff has also held a virtual Open House on from May 22nd to June 22nd. Staff received several comments via email, which are all attached.

Planning Commission Work Session Agenda posted to web on June 26, 2020

Public hearing notices mailed on June 26, 2020

April 1, 2020

TO: Salt Lake City Planning Commission



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

RE: PLNPC2019-01170 The TwentyOnes 2029 South 2100 East Design Review

This was on the agenda of the February 10, 2020 Sugar House Community Council Land Use and Zoning Committee meeting. Twenty-six people signed the roll for this project and 7 comment cards were received. I received many comments from the website, and have attached a document 20+ pages of comments for you to read. I sent an email to the two trustees for the neighborhood and two former City Council persons, and asked them to notify the neighborhood. I'm not sure this happened because I received hardly any comments. The city sent postcards to those around the project for 300 feet, but that was just a paltry amount of people compared to how many drive through this intersection every day. This was noticed in the February SHCC newsletter which went out January 28. Readers were told to review the plans on our website and send in comments. The same newsletter notified the community that this would be on the February 10 LUZ agenda.

A few years ago, as a result of another proposal for this corner, the city undertook the 2100 South and 2100 East Neighborhood Plan, which was adopted November 21, 2017. The goal of the plan was to create an improved and beautified business district that is a unique destination but still remains compatible in scale with nearby existing, well established neighborhoods. It is this plan, carefully written, with much input from the neighborhoods surrounding this corner, that we use to measure this proposal. It is interesting that the new plan recommended the same zoning that had been in place for years. The changes mostly had to do with the design and feel of the place. The placement of the buildings in relation to the street, parking placement, entrances from the project for automobiles to enter the street. Small buildings are preferred instead of one large one.

On first glance, this project seems to meet the requirements of the Community Business (CB) Zone. This project is being reviewed through the Design Review process because it is in excess of 15,000 gross square feet. The building must be compatible with other buildings on the block face. The block is a poor example with a very dilapidated parcel on the immediate property and a Hodge podge of other retail up and down the street on either side. This building does appear to have good transparency on the ground floor at street level and active uses are planned. The developer is talking about retail, including coffee shops, restaurants, etc. Signage is shown to be at pedestrian scale with the use of blade signs indicated in the drawings. There is an outdoor dining patio on the west end of the street facing building.

Parking is angled in front of the building, and there is additional parking on the north side, for customers and tenants. The North building has additional parking underneath. There will be 99 apartments with 116 parking stalls, one for every bedroom. The 16,127 square feet of retail has 42 parking stalls. I continue to be amazed that a restaurant needs 1 parking space for 500 square feet of restaurant. This might work if there was enough bus service in this area. I would rather see it be based on number of tables. If they have 30 tables, then they get 15 parking spaces. If the retail will be made up of small shops that serve coffee, or frozen yogurt, you can probably count on much of that being customers that walk in from the neighborhoods. But if it is an upscale restaurant, people don't eat at that sort of restaurant once a week. Those restaurants count on customers coming from all over the area to provide enough patrons to be financially viable. This doesn't even allow enough parking for the people who work in these establishments, because they probably won't be able to afford to live within a walkable distance of this project.

It is interesting to read the comments, so many of them related to the speed of the traffic, and the huge amount of traffic passing through the intersection in recent years. Because there are other apartments north of this proposed development, all the street parking is already filled along 2100 East. There are worries about not having enough parking, not only for the residents, but for patrons of the businesses. They are also very worried about the speed of the traffic,

and the congestion. There are two school's north of 2100 South, and children walking to the schools, and parents dropping students off at school, add to the traffic and congestion. They are talking about neighborhood parking permits. Or maybe the developer needs to build a bridge so the students can get to school safely. They prefer retail on the second floor instead of apartments, thinking that would help with the parking shortage. They do not want to lose the parking that is now available in their neighborhoods.

We find it amazing that when we read the new 2100 South and 2100 East Neighborhood Plan, there is not a single mention of transportation issues in this area. Surely the planners consulted with the Transportation Department, yet not a single word made it into the plan other than to ask UTA to consider expanding bus service in the area. A terrific example of the silos in SLC Corporation. Each department working by themselves, instead of in tandem.

The comments from the neighbors includes a number of comments like "Why can't we have something like what was recently built in Holladay?" Yes, this is the developer who built the Holladay project. Somehow, that indicates something is missing here. Holladay is mostly red brick, like what we have a lot of in the core of Sugar House. Yet this project is beige stucco, and looks more like a strip mall, with the same materials used for each section of the building. It doesn't look at all like a village with different buildings, it looks like a strip mall, or one big long building. If there are 7 separate units (buildings?) in the one on 2100 south, they should look like different buildings. The "Building Mass and Scale" section of the new plan describes changes in articulation or material, that is completely lacking in this plan. A change of materials and some articulation or details could make this look like a series of different buildings, a village. One thing the commenters need to remember is how difficult the Holladay area is to navigate, I have heard many comments about that, plus my own experience trying to find the entrance to a parking lot, and then how to get out of it.

There is no detail shown for building entrances, they all look the same. Do the doors open inward to avoid striking pedestrians? There are no front yards shown on these plans. Some of the buildings should be recessed to allow for planters and vegetation, outdoor dining is an allowed front yard use. Surely a coffee shop should have room for outside tables in warmer weather. The sidewalks are 10 feet wide, but the first two feet next to the street should be a different color or paving. There are no street trees, although there are a number of trees along the outside edges of the property, especially on the north side. Trees are to provide shade and oxygen for people, not just cars. Trees need to be along both streets abutting this development. That way, they might add something to the community.

Comments from neighbors say this is not at all like the drawings they were shown by planners when they were working on the small area plan. The only street furnishings are on the west side of building 1, which makes it look like a private space. They should be shown up and down the street, to make the street interesting. I don't see any bike racks. Or outdoor seating, or tree grates. I know the developer has spent many months working on this plan, but I think some key elements are missing. Reducing the number of units might be a good first step. And work on the design elements surely will make it more interesting. Some are worried about the angle parking, backing up into the street with oncoming traffic barreling down the road at 50 mph. One person didn't want noisy restaurants. And several people said they didn't get postcards. I know the city sends postcards to people who live within 300' of a development. In this case, when the whole point of the new 2100 South and 2100 East Neighborhood Plan was to address issues that were brought up for this corner by a previous development application, the city could have sent an email notification to the group of people who were on the mailing list for the neighborhood plan.

We are not sure what to think about the special exception application for additional building heights. The plans are difficult to read and if these are changes to the original plan it is not apparent, perhaps they were there all along and didn't mention or didn't realize that a special exception was needed. I know there are comments from the neighbors in the condo complex to the north that they don't want to lose what little view they have left. They also don't want the building to block out the sun, either. We can't tell if this is an absolute necessity to make this building higher, or if it was drawn that way and it wasn't mentioned on the first set of plans. We leave this up to the Planning Commission.

COMMENT CARD

Name Sarah Dale

Issue/Land Use Topic 21st and 21st

Email Address [REDACTED]



☐ Sign me up for email newsletter to be informed of future issues and meeting dates

As someone who works at the University of Utah and already
spends too much time sitting in traffic, I do not support
this project and think that it will make a negative impact
on the community. Please rethink these plans and listen
to the neighborhood members.

www.sugarhousecouncil.org

COMMENT CARD

Name Sue Ann Jones

Issue/Land Use Topic 21 & 21

Email Address [REDACTED]



☐ Sign me up for email newsletter to be informed of future issues and meeting dates

a little more character on the front
bigger side walks
don't go to modern
I like the exterior materials
thanks!

www.sugarhousecouncil.org

COMMENT CARD

Name Julia Hopkins



Issue/Land Use Topic Simplify the project

Email Address [REDACTED]

☐ Sign me up for email newsletter to be informed of future issues and meeting dates

I feel you are trying to put twice as
many units in that fits the property. Consider
40 units - 1 bedroom apartments don't work -
More parking They have a large turnover.
is needed

www.sugarhousecouncil.org

COMMENT CARD

Name Melinda Smith

Issue/Land Use Topic 21-ones - Apartments

Email Address [REDACTED]



Sugar House
COMMUNITY COUNCIL

☒ Sign me up for email newsletter to be informed of future issues and meeting dates

We are packed in this area. We
do not need one more car! I
support the retail but less
apartment units.

www.sugarhousecouncil.org

COMMENT CARD

Name Merrilee Gottfredson

Issue/Land Use Topic Twenty Ones

Email Address _____



☐ Sign me up for email newsletter to be informed of future issues and meeting dates

I'm quite concerned about the number of apartment units proposed. We have elementary students, a family community, we would prefer to bring more families not just studios or 1 bedroom apt. We'd love some retail with green space, with walking area and less density traffic, parking and congestion have not been adequately addressed in this plan.

www.sugarhousecouncil.org

COMMENT CARD

Name Paul Oblad

Issue/Land Use Topic 21st & 21st Apt.

Email Address [REDACTED]



Sugar House
COMMUNITY COUNCIL

☐ Sign me up for email newsletter to be informed of future issues and meeting dates

I am concerned about the number of units in
the apartment complex. Fewer units will reduce congestion
and improve traffic and sidewalk safety.

www.sugarhousecouncil.org

COMMENT CARD

Name Andrew Dave

Issue/Land Use Topic 21st ; 21st

Email Address [REDACTED]



☐ Sign me up for email newsletter to be informed of future issues and meeting dates

Parking will be a nightmare. Traffic is already a nightmare
? This is going to make it much worse. This project is too intense
for that small of a lot. This project is not beneficial
the community. It is doing much harm. I do
not support the proposed plan. Advise them
to reduce the # of units built by over 50%!!!

www.sugarhousecouncil.org

COMMENTS ABOUT THE TWENTY ONES

From: Ondraya Watkins <[REDACTED]>
Subject: Twenty Ones Feedback

I live on 2100 East and my children attend Dilworth elementary school. My biggest concerns is the amount of apartments and the traffic this will surely add. 21st and 21st is already VERY congested and with the proposed amount of new residents in a small amount of space causes great concern and would like to know how the amount of traffic and safety for our children will be addressed? Sugar house is already over populated with multiple apartment buildings, is it really necessary to add these many apartment space?
I would like to see couple 2 restaurants, 2 local stores and perhaps minimal amount of condos.

FYI. I was told we were suppose to have received a mail notice of this. I did not receive one, nor did most of my neighbor!

Thank you Ondraya Watkins

From: Jana Proctor <[REDACTED]>
Subject: Twenty Ones Feedback

Hello there, I have left a comment about my strong objection to building a 99 home residence at the 21st & 21st area on the general website of the Sugarhouse council, but am not sure if I submitted it to the right proposal. I am a long time resident (35+ years) of 2120 Parleys Terrace. I must pass thru the 21st/21st intersection multiple times each day. This area is so congested already since the lg apt/condo building they built a few years ago. It is unsafe for traffic & our children who must walk to school in the same area. I strongly oppose mult residence housing in this area. PLEASE put only retail so that we don't become an extension of the Sugarhouse commons area that we try to avoid. Thank you.

From: ROBERT HOGAN <[REDACTED]>
Subject: Twenty Ones Feedback

We have experienced several options in the past 20 or so years concerning the 21st and 21st intersection. However, it always comes down to the size of the buildings and excess numbers of apartments. The intersection next these design plans is too small for that many single apartments. There are already multiple apartments nearby causing much back up on all 21st streets meeting at that corner. We want new commercial buildings, but we do not want new apartments and increased traffic at this corner due to its overcrowding already.

From: Katie Huffaker <[REDACTED]>
Subject: Twenty Ones Feedback

Hi!

I'm writing to express a concern I have about the 21st and 21st plans. First, and most importantly, I am concerned about the increased amount of traffic I feel it would bring to an already busy intersection. There are so many children who walk to Dillworth Elementary every day, my own included. The sidewalk to the school is already unsafe because of the many apartment complexes whose driveways exit over the sidewalk onto the busy road. My 4 year old was hit by a car on the

sidewalk just a few months ago because a driver failed to make a complete stop and look before continuing onto the sidewalk. Thankfully the driver was going slow and my son was uninsured, but they usually do not drive slowly as they exit the driveway. I have seen many other close calls on this sidewalk because drivers are in a hurry and fail to stop and check before driving onto the sidewalk. While I do agree the area would look much nicer with the new development plan, I am extremely concerned about the increase of traffic it would bring to the area. I would love to see plans on how the council plans to make this a safe area for the hundreds of children using these sidewalks multiple times a day. It would be such a tragedy if someone were injured because safety measures were not put into play. Thank you for taking the time to listen to my concerns for these plans in our neighborhood.

From: Katherine Orchard <[REDACTED]>
Subject: Twenty Ones Feedback

Dear Community Council Members,

As I have reviewed the proposed plan for the Twenty-ones I have a couple of concerns. My first concern is that with the addition of 99 apartments there will be an incredible increase in traffic each morning as the children cross the busy intersection at 2100 E. and 2100 S. to attend Dilworth Elementary School. I would guess that there would be at least an additional 100 cars that need to park, and drive to morning destinations each day. My second concern is in regards to the elementary school itself. It is already bursting at the seams with children and there is not room for many additional children. I realize that there are only a few 2 bedroom apartments, so there probably wouldn't be too many children added with this project. I believe that there are too many apartments with too many additional cars adding to the traffic in the neighborhood for this development to be considered safe for all the children who already live in the area.

From: peggy fisher <[REDACTED]>
Subject: Twenty Ones Feedback

This project is not a good idea for many reasons. Sugarhouse area is already overly crowded and traffic is so bad further down, you can hardly even drive down the street. Adding these buildings would only add more traffic farther up, making it near impossible to go anywhere. Not being able to drive down our own street or get to our house is preposterous. Not to mention the safety of our children walking to school and pedestrians more likely to be in an accident with the new plan. I am not okay with compromising the safety of our residents and adding more traffic hassle then there already is to our neighbor hood. In addition, adding these buildings would greatly decrease our value in our land, which is something I know many residents in our community are very upset about and strongly agree that putting the plan in motion is a destructive idea. I vote no!!

From: Susan Koelliker <[REDACTED]>
Subject: Twenty Ones Feedback

I am excited about a new project and development on 21st and 21st. After attending the meeting last night, carefully studying the plans and speaking with many residents in the neighborhood, it has become obvious that the plans are far too intense to fit the neighborhood. With 99 apartment units, and only 167 parking stalls for all apartments and retail, it will not work. Parking for all residents, retail employees, and retail customers will not be able to fit. Thus, the employees and customers will be parking all throughout the neighborhoods. This same company developed the area in Holladay and it is extremely difficult to find parking in that region and there are

much fewer apartments and is much more space. The presenter did not have answers about the parking and seemed to avoid it as much as possible and admitted he did not have an answer. There are many safety concerns as well. We are a neighborhood and a school, not the center of Sugarhouse. There will be too many people and too much traffic in too small of a spot. These plans are incompatible to everything about the area. Please help us make it fit into our neighborhood and be more concerned with the people and character of the neighborhood instead of the profits of the developer.

Thank you,
Susan Koelliker
Neighbor and Sugarhouse Community Council Representative

From: Marge Sorensen <[REDACTED]>
Subject: Twenty Ones Feedback

I live at 2135 Yuma Street. I am against the high density apartments being proposed for the 21st & 21st project.. 99 apartments, all less than 1,000 sq feet is too many for this area. 165 parking spaces is not enough for this residential and commercial use proposed. I have concerns about the traffic this will bring into the neighborhood and the safety of children walking to Dilworth. I think this area needs to be redeveloped, but that is too many tiny apartments and it leaves no place for people to park. Please don't cram 99 apartments into this space.

From: Jill Anderson <[REDACTED]>
Subject: Twenty Ones Feedback

PLEASE do NOT put more in our neighborhood. The traffic is already too congested. Sugarhouse has too many condos and apartments and high rise housing without sufficient parking and roads. Don't make it worse

From: Vanessa Shannon <[REDACTED]>
Subject: Twenty Ones Feedback

The proposed apartments will be an absolute detriment to our neighborhood. There is clearly not enough resident parking, which means street parking will increase. Traffic to this area will become so congested and with Dilworth elementary right next door, this is a danger to all the kids walking to and from school. This corner is not a suitable place to put apartments and had I known about the meeting last night I would have come and voiced it.

From: Ashlee Buchholz <[REDACTED]>
Subject: Twenty Ones Feedback

I'm not in support of this new development. That many apartments will bring in too much traffic to a already congested area and is more dangerous for children in the area who go to school near by.

From: Holly Schelin <[REDACTED]>
Subject: Twenty Ones Feedback

We DO NOT need 100 more apartments in this neighborhood...especially since no one can afford all the other apartments in this area..this is a residential area foremost and just because developers want to build more apartments doesn't mean they should...we could use more family restaurants, more service oriented businesses, more child friendly areas and more common sense!

From: Michelle Gurr <[REDACTED]>
Subject: Twenty Ones Feedback

Traffic is already terrifying enough for my kids walking to and from Dilworth. Adding 99 apartments to an already congested space would be a disaster.

From: Dr. Jonathan Wrathall <[REDACTED]>
Subject: Twenty Ones Feedback

I have serious concerns regarding the apartments and commercial space planned for the 21st and 21st corner. I would like to articulate the prongs of concern below organized by increased traffic congestion, parking limitations, and threats to children as they navigate the corner during commuting hours.

As is commonly known, the corner at 21st and 21st is already heavily trafficked due to it being the main thoroughfare north towards the city which avoids the traffic of Foothill Blvd. What is unique to this community is the degree to which 21st East serves as the main artery out of the neighborhood. However, also contributing to the congestion is that south of 21st South, commuters also trying to avoid congestion pick up 21st East coming from Millcreek. 21st East is already congested for daily commuting out of the neighborhood, which, the design review show virtually no impact. Any left hand turn into the complex along 21st South would back up traffic as it is a main in-bound route from the East. But in addition, any attempted left turn out of the complex southbound towards the corner intersection would be virtually impossible given the current congestion already at play. The developers clearly have spent no time at this intersection during commuting hours to know the impact of a shopping district at this intersection.

Also noteworthy is the degree to which parking is already an issue for persons living in the existing apartments to the north of the 21st and 21st corner. With three developments to the north of the proposed design, parking is already constrained from the corner northwards. The North-West street parking is prohibited to facilitate traffic turning west bound along 21st South leaving only parking along the north east portion of the corner. With an additional commercial district as well as parking required for tenants, there is already limited space available for streets side parking much less enough to accommodate an increase in anticipated parking need from a more developed commercial district.

The second major concern I have is that the corner at 21st and 21st already serves as a main corridor for foot traffic for children to and from Dilworth Elementary across the neighborhoods to the south and east. For example, single family homes and walkable neighborhoods constitute a major draw for young families still moving into the area to south of 21st South and east of 21st East. Increasing additional congestion deteriorates the degree to which families feel comfortable allowing their grade-school aged children make the corner crossing to and from school. It is common to see children as young as kindergarten and first grade ages walking alone across the intersection before and after school hours. Adding shopping, traffic congestion and potential loitering along with commercial space jeopardizes the tenuous safety parents already have in allowing their children to walk to school across the intersection. The design of the 21s threatens to segment the school boundaries more than it already is, and threaten the safety of children to and from school.

I strongly disagree that the current plan for the TwentyOnes is as beneficial as the developers want to believe or are suggesting. The proposed retail space is undesirable given the logistics of traffic and parking congestion. Furthermore, the literal threats to children's lives as they come and go to school would be substantial. This design ignores the way this community uses space and would only serve to decrease the value of an otherwise cohesive and desirable neighborhood.

From: Brenda Sherwood <[REDACTED]>
Subject: Twenty Ones Feedback

As a resident near 2100 and 2100 I am not in favor of Adding 99 residents in this small space. Where will they all park. Most will have 2 cars per unit. This will add a tremendous amount of traffic which is too close to Dilworth Elementary. Many students walk and have to cross at that intersection. Please reconsider and DO have this go ahead. It seems like we are never informed until it is too late. Use this for commercial lots instead. Please and thank you!

From: Nancy Limburg <[REDACTED]>
Subject: Twenty Ones Feedback

I am a parent of an elementary school child and also live on Oneida Street. 77 units is too many for such a small area. The apartments will bring too many cars and traffic to the area that is right next to an elementary school. Please decrease the amount of apartments going in. There are just too many for such a small area.

Nancy Limburg

Tue, Feb 11, 9:01 PM (14 hours ago)

From: Jessica Ott <[REDACTED]>
Subject: Twenty Ones Feedback

I live on 23rd and 23rd and my children do currently and will attend Dilworth Elementary. I do not support this project as the current traffic is challenging as it is. Many children walk to and from school and additional traffic will only put them in more danger. This location would be better suited to retail shopping for pedestrian traffic.

Megan Darby
Woodman wordpress@www.sugarhousecouncil.org via s
endgrid.net
to me

Mon, Feb 10, 9:10 AM (2 days ago)

From: Megan Darby Woodman <[REDACTED]>
Subject: Twenty Ones Feedback

Good Morning,
I have four children who walk to Dilworth Elementary School every day. Ninety-nine single or two room apartments is WAY TOO MANY. That is too many cars, too much traffic for a school zone. I propose they put in more retail, office space or luxury condos to cut down on cars and traffic. Please DO NOT ALLOW this to move forward as planned.

Thanks
Megan Woodman

From: Shawn Morgan <[REDACTED]>
Subject: Twenty Ones Feedback

Our family , residences in the 2100&2100 neighborhood for 30 years is vehemently opposed to the current Twentyobes proposal. The increased traffic and number of cars entering and exiting along the direct path of our school children poses a threat we are not interested in risking! The previous school closure (Roslyn Heights-2004) forced a walk path for many children from a quiet neighborhood to along a busy artery and for man 2 main artery street crossings.

We wish to maintain a safer family environment with a prescribed aesthetic that enhances and is part of our family oriented neighborhood. We have fought for years to keep our neighborhood streets safe by begging for stop signs, fighting keep appropriate retail adjacent to us, and having our small green space made into a park so it can be regulated by city noise and use ordinance. We are not interested in the hundreds of additional cars the proposed apartments will bring through our neighborhood threatening the safety and peace of our families.

We pay very high property taxes which provide a tax bases for many improvements and services in and out of our neighborhood. It's time to have our voice heard.

Thank you for considering these remarks.

PS Dear Judi-

Thank you for the reply and the inclusion of my comments (full of typos- sorry!)to the planning commission.

I have since attended the TwentyOnes reconstruction meeting, on Feb 10 with the developer. To amend my comments- the plan has merits but I have 3 suggestions

1) fewer residential units. 50 instead of 99! Perhaps some could be replaced by office/ business condos. The 165 parking places in the plan will never service 99 residential units AND retail AND restaurants. The parking will most definitely overflow into the nearby residential streets, especially at night. I live on 2230 Oneida St SLC, UT 84109 Street. We do not want that! There are so many children that live on our streets. And the safety and quiet of the neighborhood will be threatened.

2) if the plan goes through as presented and we are stuck with overflow parking in our neighborhood, as a last resort, please consider signage for resident permit parking only ?

3)the west entrance/ exit of the complex is not acceptable at all. Even with the efforts to funnel cars through the north and south exits and the right- hand-turn-only feature, it is still a major pedestrian walkway for school children 2x a day and more on some days. I would suggest either omitting that driveway from the plan or having the developer build a pedestrian bridge for school children on that west edge of the project along 2100 East.

We, as nearby residents, depend very much on the planning commission, the transportation dept. and the Sugarhouse council to represent us and to mediate with the developer. It seems many of the issues are under the umbrella of UDOT and the planning commission. Thank you for hearing my voice.

Shawn Morgan

Oneida Street resident

From: Julie and Kyle Enslin <[REDACTED]>

Subject: Twenty Ones Feedback

We have concerns about the purposed development at 21st South and 21East. What are the plans for increased traffic and necessary parking spaces?

From: Debra D Hogan <[REDACTED]>

Subject: Twenty Ones Feedback

I'm appreciative of the council's efforts to improve the area. However, I have concerns regarding congestion and safety. Please consider the already congested streets at and around that intersection. Traffic often backs up quite a distance and adding 99 apartments would surely cause a horrific traffic bottleneck at that location. It seems that the single lane 21st east and the quite narrow 21st south are very different from streets that usually

accommodate such housing developments in the city. Additionally, we must consider the hundreds of children are required to cross at that intersection no less than 10 times per week to access their neighborhood school. My son and I were hit by a vehicle coming out of the gas station on the corner while walking to Dilworth years ago. Substantially increasing the number of vehicles coming and going at this location is truly a grave concern to me. I feel that it is important to minimize the housing units and I hope you agree.

Debra Hogan

From: Angie Parkin <[REDACTED]>
Subject: Twenty Ones Feedback

We would love to see 2100 developed.

Thank you!

However, we would like to see less apartments and more office/retail/restaurant space.

We are concerned about heavy traffic causing danger to children at school crossings and neighborhood congestion.

Thank you for listening to our concerns!

From: Jana and Craig Proctor <[REDACTED]>
Subject: Twenty Ones Feedback

I just found out about the proposed plans for 21st and 21st yesterday afternoon, along with the council meeting tonight. I may not be able to make it to the meeting, but I STRONGLY OPPOSE the overbuilding of 99 residences in this area. The traffic is already majorly congested and a problem at rush hour times. I am concerned to bring more traffic and people into an area between where we live and where our children walk to school twice a day. We really do not want our area to become as congested and gridlocked as sugarhouse center area. We do everything we can to avoid that area. Unfortunately, we will not be able to avoid the 21st and 21st intersection for going to work, grocery store, exercise, and just about anything else you can think of. Please consider NOT putting 99 residences there, and only put retail stores. The existing residences close to that corner already cause worsened traffic and congestion.

Feb 10, 2020, 3:01 PM (2 days ago)

From: Gretchen Pettey <[REDACTED]>
Subject: Twenty Ones Feedback

This many residential units near our elementary school that already poses such a danger to our kids walking to and from school is very unfortunate. Once again I feel like money not safety is the most important thing and that is deeply disappointing.

From: Diana Wiseman <[REDACTED]>
Subject: Twenty Ones Feedback

We feel building multiple family dwellings is in conflict with the covenants for this area to have single family dwellings in this neighborhood This would cause heavier traffic than we already have

From: Thomas Huffaker [REDACTED]
Subject: Twenty Ones Feedback

I think this would be a great addition to the community. However, I am concerned about the traffic created on 21st east specifically when children are present walking to and from school. There is an apartment complex to the north of the proposed site of this project on 21st east that has a sloped ramp that leads up to the street from the parking garage below the building. Cars often speed up this ramp and do not stop before the sidewalk. I think this kind of exit from the building is dangerous especially in this specific area with Dilworth just down the street. It would be ideal for the safety of everyone if this kind of ramp is specifically avoided and if possible it would be great to be able to direct traffic away from the 21st east side of the property by designing the property in a way that emphasizes the safety of the people that walk down this street so often. It could also be a good idea to have the parking ramp to underground parking be located in the center of the complex if possible so cars can exit into the center of the facility and then exit to the streets more safely. Other ideas that would also be helpful would be to install mirrors so drivers can see what is on the sidewalk before they pull out onto the sidewalk. Stop signs would also be helpful. All of these are things that this project should think about and the council should also consider safety measures that can be taken for the existing buildings surrounding this current project at this time to improve the safety of pedestrians in this area. Thank you for taking the time to be thoughtful about the safety of the kids we love in our neighborhood as you are designing this property and for your time considering these concerns. Again, I think this will be a great addition to the community if these safety issues can be adequately addressed.

Thank you,
Thomas Huffaker

From: David Chatwin <[REDACTED]>
Subject: Twenty Ones Feedback

I strongly oppose the proposed development. I feel that the addition of 99 apartments in the area would change the character of the neighborhood for the worse. I have noted with dismay the changes in Sugarhouse and along the S line that have accompanied the high density housing that has been built up there. I do not want my neighborhood to go down the same path. I am also concerned about the worsening traffic around Dilworth Elementary School. When the kids go to school in the morning the intersection at 21st and 21st is very busy. High density housing would just make it worse. This is an accident waiting to happen. We should be actively working to decrease traffic here rather than trying to increase it.

From: Catherine Garff <[REDACTED]>
Subject: Twenty Ones Feedback

To Whom it May Concern,

I am concerned about the plans for the "Twenty Ones" to be built in the 2100 E. and 2100 S. area of Sugarhouse. This proposed "Twenty Ones" does not meet the needs of Sugarhouse and its residence. The proposed development misses the mark. We can do better for Sugarhouse! We are a neighborhood and area of Salt Lake worth careful consideration - not just a quick-fix redevelopment. The proposed development will bring too much congestion, and will not enrich our community. I live down the street from the proposed "Twenty Ones." I am a Realtor and homeowner in the area.. I live on Wilmington - just a few houses west of 2100 East. Ours is a residential area. I plan on living here for the next 60 years of my life. I am invested in Sugarhouse!

My biggest concern with the redevelopment is my FOUR children. Each morning my children must cross 2100 South to get to Dilworth Elementary School.. 2100 East is typically congested and bumper-to-bumper every morning as well with student and employees of the University of Utah hustling to get to school. It is a stressful job to keep my children safe as they cross through the existing traffic each morning - just ask our faithful crossing guard (of which we are only provided ONE) and every parent. The problem with the proposed "Twenty Ones" is that it will bring too much additional traffic with 99-300 additional residents on that corner alone! The streets cannot accommodate the current traffic, there is no way they will accommodate this many additional residence.

As a Realtor, I am surprised that the developer has chosen to put in such small apartments. I have the hardest time finding affordable 3-4 bedroom accommodations for my clients. This size of residence seems to be where the biggest hole is in Sugarhouse remains- not 2 bedroom units. There are plenty of smaller units just east of 1300 E. If there is going to be residential apartments included in the redevelopment, they need to be bigger and there need to be less of them so that the traffic introduced doesn't completely clog the intersection. I am concerned so much congestion will lead to the death of a child being hit by a car - my child. I am scared for my children every day as they walk to school. The thoughts of so many more vehicles at the 21 and 21 intersection simply terrifies me. Has there been a traffic study of what our streets can handle should a MINIMUM of 99 additional residents move in on that tiny block? That's simply too many residents and too many cars on too little of a space.

I fully support the redevelopment of 2100 E. I feel this plan is getting CLOSER than that of its predecessor but does not meet the needs of the neighborhood, sugarhouse, or Salt Lake. I wish they'd studied the development at 1700 East and 1300 South and offered something like that for our residential neighborhood. Something that will enrich us, leave us open communal space to congregate and gather such as seen in the development in Holladay. There is not enough space for neighbors to hang out in the "Twenty Ones"- and barely space for the school foot traffic (which the children barely fit on the sidewalk past the blue plate as-is) to spend time or travel. What has the potential to be an enriching community gathering space with supported small businesses is instead going to be the equivalent of a strip mall and parking lot. What has the potential to be fun to walk to will instead put our children's lives even more in danger.

I challenge the Sugarhouse Community Council to not settle, but push these developers to THINK BIGGER. Think longer-term. And think about the neighbors who desperately support a facelift of the 21 and 21 intersection but simply won't settle for slapping lipstick on a pig. We are so grateful for the help and support of developers who want to come in and improve such areas of our community - but please challenge the developers to think of our community when they submit community-less proposals such as the "Twenty Ones" which were clearly slapped together.

Thanks for your consideration--
Catherine Garff
Wilmington Ave Resident
Sugarhouse Realtor
Mom of 4

From: Michael Garff [REDACTED]
Subject: Twenty Ones Feedback

I am a neighbor, realtor and real estate investor. My concern with the development is the added traffic to an already congested intersection. I also have kids that go to Dillworth and I am worried how the added congestion and the large flux of tenants (from the proposed units) rushing to work creates a safety risk for my kids. I would hope that the Developer and city officials reconsider the development and come up with a proposal with less apartments.

Thanks,

Michael Garff

From: Marcia Webber <[REDACTED]>
Subject: Twenty Ones Feedback

I cannot imagine what this will do to the already dangerous situation for the children crossing 21st south going to Dilworth Elementary. At drop off and pick up times for Dilworth Elementary, the traffic backs up for blocks beyond the intersection. It is a dangerous mess as it is. Last Thursday morning, it took me 10 minutes to get through that intersection. Increased traffic is an extreme danger for the children coming to and from school. With 99 new apartments with 16,000 square feet of retail space. There will be 165 parking stalls with 48 of those for retail. That leaves 117 for the residents and all the employees of the businesses. Most of those apartments will have 2 cars. Imagine the increase in traffic for the kids walking to and from school! And where will people park?

I know that all the apartment space is important to the developer to maximize his profit, but this is being built in the middle of a residential neighborhood that will cause permanent harm for all of the residents. Please say no !!!!!

From: Trevor <[REDACTED]>
Subject: Twenty Ones Feedback

It seems that there is not nearly enough parking for the needs of the project. There is one stall per apartment, plus the additional for retail space. Many of the apartments, if not most, will have 2 cars and add that to the retail customers, and one wonders where the employees of the businesses will park. Will they be parking along the streets that are closest to the project? The neighborhood streets seems like the likely spot for overflow. I don't like the idea of lots of people and cars on our neighborhood streets to support this new development. Would it become a situation where the residents need a permit to park here? I really don't like that idea. I already now avoid anything below 2100 S 1300 E due to all the congestion. I hope you have thought through how the Dilworth Elementary children will navigate this congestion.

From: Philip C Pugsley and Margaret W. Pugsley <[REDACTED]>
Subject: Twenty Ones Feedback

We are opposed to this huge development in a location through which school children from south of 21st East have to pass on their way to school. It also appears to us that the proposed parking for residents of the apartments and employees of the retail establishments is inadequate. Having too little parking will inevitably result in parking "spilling over" into the surrounding residential neighborhoods. We look with envy at the tasteful, low impact development in the area of 13th South and 17th East as an example of what might be done in this location.

From: Amy Rigby <[REDACTED]>
Subject: Twenty Ones Feedback

Hello. I am so happy for the 2100 block to be redeveloped. It has been dilapidated for my entire life. I am very concerned about the Limited number of parking stalls for 99 apartments, employees for 16,000 square feet of retail, and its customers. That isn't quite near enough parking. My concern is that parking overflow would be into the neighborhood south of 2100 south, where I live. The increased traffic would endanger our children. I live on Wilmington and don't even have sidewalks. The kids walk up and down the street at all hours of the day, and the increased traffic would be so dangerous for our neighborhood. Also, I'm concerned about increased traffic and parking on our streets because the crime rate in our neighborhood is high already. I have had a car and several

Bikes stolen from our garage. My next door neighbor walked in on a break in at 7:30 in her home. Although an increase in parking doesn't mean the people parking will be thieves, but bringing more people and traffic into our neighborhood may increase the risk. Could you please consider requiring MANY more parking stalls

on site, and/decreasing the number of apartments so that there is a more realistic amount of parking for the area. Also, and most importantly, please address the walking route for children walking from my neighborhood (south of 2100) to Dilworth. It's already a dangerous spot for our children to cross such a busy street, but putting in a busy, high density area will affect the visibility of the children walking and may affect their safety. Thank you so much for considering these important items as you approve the building of this area.

From: Alicia Richardson <[REDACTED]>
Subject: Twenty Ones Feedback

Have you considered the extent to which this will impose negative influence on the children that cross at 21st & 21st? Congestion, traffic, safety! This is a big concern for many families with young children going to Dilworth School. What about parking for not only residents, patrons but customers. Please,, let's not turn this part of the Country Club area into the mess it is in Sugarhouse!

From: Logan Cannon <[REDACTED]>
Subject: Twenty Ones Feedback

I'm pro development BUT Child Safety should be the number one concern here. That intersection is already a very scary obstacle for kids (and parents) and if it weren't for our excellent and aggressive crossing guard I'm sure there would be an unfortunate accident. One of the problems is the lack of distance from the road that these kids have to wait and they are easily covered by utility boxes and traffic signal poles. Turning traffic is a challenge and something needs to be done to improve the overall safety of this intersection and the two major crosswalks on 2100 E south of 2100 S. I've seen cars go around stopped cars and nearly killed kids. We need flashing lights and raised sidewalks.

For the Twenty Ones project this is a great opportunity to improve that intersection and give the kids more buffer between the road. I am very concerned that this will add additional traffic that makes it more unsafe especially the exit onto 2100 E. That is one more potential accident waiting to happen. I would advise that that exit is removed or that the site lines are broad enough to give ample awareness of presence of small kids in the sidewalk. There should also be a De-cel lane for traffic turning into the development.

Ideally I would like to see a traffic signal that emptied into 2100 S for the entire project.

Those 45 degree parking spots directly on 2100 S are a mistake in my opinion too. Having used the existing slanted parking on 2100 I find them very dangerous and with traffic increases expected this will only get worse. Backing out is often a blind reverse into oncoming traffic. If a parked car is on your right it's impossible to see the traffic that you are backing into. There needs to be a buffer for cars to reverse into that isn't part of the lane of traffic. Additionally these spots narrow the sidewalk and potential cafe like seating which is part of the neighborhood plan that was approved. I would like to see more of that.

Our neighborhood likes to walk around and we should encourage that but the way this is setup it only encourages driving because of the safety concerns. Please fix this safety issue and you'll have my support.

[REDACTED]
Subject: Twenty Ones Feedback

I am completely against this building going into my neighborhood. They only have 77 parking spots for 99 apartments! Where else will they park? In my neighborhood?? No thank you. I do not want that,

They need to make the top floor retail space and eliminate the 22 additional apartments that don't have parking. This would be a win win for everyone because retailers will not want their open parking to be taken up by the 22 residents nor does the residents want to pay money without a confirmed parking spot and our

community doesn't want the overflow parking down their streets either.

I have children who will be walking to and from Dilworth (across 2100 south) and we do not need even more traffic making it MORE dangerous for them crossing to and from school.

Please take into consideration the families who are already living here. We do not need more apartments to crowd this area.

From: Grace Glenn <[REDACTED]>
Subject: Twenty Ones Feedback

NO. NO. NO. NO. Way too crowded for this area. What about the kids walking home from Dilworth?! This isn't the right area. Please reconsider.

From: Scott Wood <[REDACTED]>
Subject: Twenty Ones Feedback

I'm certainly in favor of a better looking retail space, but added apartments in not on my list.

ook <[REDACTED]>
Subject: Twenty Ones Feedback

I am not opposed to change. Change helps people stretch and grow in ways that are unexpected.

I am happy to see that their talk about the the 21 and 21.

I love the idea of retail space and restaurants. But I DO NOT like the idea of more apartments. We already have 2 apartments in the same area.

We do not need more.

We have lived the area for 24 years.

It concerns me with the high volume of apartments, it will increase the amount of cars going in and out of the parking. That will put the children at a higher risk for accidents on the way to and from school.

The plan also shows that there will not be enough parking . What happens to the over flow?

The school and the church will become over flow. . Not to mention the neighborhood streets that will have take on the over flow.

I could keep going but won't.

-safety

-traffic flow

-retail space and restaurants

These are my top concerns. I understand the way developers make the most money is by apartments. Please no!

Thank you for your time of service and hearing our concerns.

Please consider what is best for the community. This can be a win/ win for both community and developer.

From: Maegan Orchard <[REDACTED]>
Subject: Twenty Ones Feedback

I am sick to my stomach and horrified while reading this proposal. There is already such a terrible problem of traffic at this intersection and as a mother of 4 kids who will be attending Dilworth over the years I am

awestruck that such a proposal was even approved. 2100 East is already a disaster at any time of traffic. There are so many people driving through the gully or using 2100 South as a short cut to the University of Utah that the traffic is horrible in the mornings, in the afternoons at school pick up, and continuing throughout the entire evening. The builders must not have a clue what a problem this is and more apartments would just make this problem unbearable.

I live 2 minutes away from Dilworth Elementary and yet it takes me upwards of 13 minutes to get there in the mornings, and I fear too much with the traffic to send my kindergartener walking. The traffic backs up for blocks beyond the intersection. It is a dangerous mess as it is. Increased traffic is an extreme danger for the children coming to and from school.

I understand the need for an update to this area. I am all for progress and agree that this area needs to be developed and made more functional for the community. However, in no way is it functional, safe, nor does it provide any sort of betterment to our community to add hundreds of people to 99 more apartments which would only multiply the problem that already exists.

From: Kathryn Van Wagoner <[REDACTED]>
Subject: Twenty Ones Feedback

I wish our neighborhood would have heard about this project sooner than later. I have lived in the neighborhood for 35 years. Granted, it is blighted on 21st east on 21st south. I would welcome a new development but this seems excessive. Excessive for traffic with Dilworth Elementary being north of the project and a residential neighborhood being south of the project. Too many cars, too many people. A lovely strip center with retail shops and restaurants would be welcome. Something like what they have done in Holladay. The over development of Sugar House in the 21st south and 11th east Corridor is just too much. This will move it east and we will have a serious problem with cars, air quality and a quality of life.. I seriously hope the sugarhouse community Council will listen to the residents who live in all directions of this proposed project. This is a disaster..

From: Sandra Marsh <[REDACTED]>
Subject: Twenty Ones Feedback

Dear Sugar House Community Council and Land Use and Zoning Committee members,
I attended the Feb 10 meeting, where the petitioner presented their proposed plan and I have grave concerns about the lack of concern, if you will, for the residents surrounding their proposed building plan. I live right across the street on Oneida Street and I am very concerned about what this development (as it is currently proposed) will mean for our family and our neighbors and our community. The first issue is the noise that restaurants will bring. There are a significant number of restaurants that operate until 11:30 or midnight in Salt Lake City and I am extremely worried how the noise will impact our family. We used to live close to Sea Salt (now OneOEight) restaurant in Harvard Yale and had to move because of the late night noise which made it impossible for my kids to go to sleep. So now I am to deal with this all over again?! I know that the petitioner kept referring to Holladay development in his presentation, but this is not Holladay and there are real people with real children who live in very close proximity and will be negatively impacted by this proposed plan. I realize that not all restaurants are open late, however, there are no guarantees that we will not end up with one of those across the street from us. In addition, I am extremely worried about the lack of parking spaces in the plan. Again, since I live right across on Oneida, I worry about coming home and not being able to park in front of my house because restaurant goes and likely residents of the two apartment buildings will park there. I worry about my elderly parents not having anywhere to park when they visit. I worry about the safety of my children having strangers parking in front of our house. I worry about how this will impact children's play on our street and in our neighborhood. It is what makes our neighborhood great, that our children play outside with neighborhood friends, that they can freely ride their bikes as there is very little traffic and it is safe. I find it completely unrealistic in today's society that the petitioner hopes that residents will have one car per apartment only and that they plan on encouraging them to take public transportation. Trust me, I come from Europe so I am a great supporter of public transportation and as much as I see Salt Lake City making strides toward a more public transportation friendly city, and I commend them on it, we are nowhere near there. The proposed

bus stop addition is a complete disaster. Do you know how many kids walk there all the time? How many cars go there all the time? Having buses stop there will only slow down traffic that is already so congested in this intersection. The added traffic coming from the two buildings will slow down the firefighters who go down 21st South all the time (I should know, I hear them all the time). That has got to be a safety concern, particularly as at the same time cars will be backing onto 21st South (from their designated slanted parking spots). I realize we already have those slanted parking spots now, but I observe it daily since I am across the street and I know that those parking spots get used very infrequently (mostly just for the barber shop customers). So right now, that is not an issue, but when there is not enough parking spots with the petitioner's proposed plan, those slanted parking spots and backing onto 21st South will become a danger on the road. I was appalled by the petitioner's suggestion on Monday night that when the retail stores close at 9 pm or later, THEN the residents will be able to park. It shows complete lack of understanding and care for our community and neighborhood. Residents expect to come home at any time of the day and being able to park. They will have visitors. There will be employees of said retail stores who will need to park somewhere. So the numbers that the petitioner has proposed are completely outside reality. 77 parking spots for a building with 77 units. According to Experian Automotive study, an average American family owns 2.28 cars with 66% percent owning more than two cars. Let's say that, for the sake of argument, we suppose that only 66% of the residents will own 2 cars, that already means additional 65-66 cars for residents only, increasing the resident parking need from 99 to 165 spots, which is exactly the amount of parking spots the petitioner proposes to provide. What will happen to all the employees, visitors, retail store customers? According to American Planning Association, with retail stores, the standard ratio of retail space to parking spots is 3:1, meaning for every 1000 sq. ft of retail space, there needs to be 3 parking spaces. That means that for the petitioner's proposed plan on 16,000 sq. ft of retail, there needs to be 53-54 parking spaces for retail customers only and that number only increases if said retail space are restaurants. That brings the number to 219 needed spots minimal. Residents and customers will try to park across the street at the cleaners but they are already wanting to put up signs for customer only parking and they will park on our streets, in front of our houses. The neighbors, we are already discussing application process for permit parking in order to block this inevitable overflow. That is obviously not the direction that any of us want to go down, no one wants permit parking, but if we are left with no other choice, we will have to do it. And then the apartments will end up sitting half empty and retailers won't want to rent and we will end up with another half empty development instead of a great enhancement to our Sugarhouse Community. Lastly, our children who walk to school. We are all gravely concerned about the increased traffic right where our children walk to school. I realize that the petitioner has their own "ideal" scenario of traffic flow onto 21st South instead of 21st East, but that is again completely separated from reality because drivers enter and exit traffic as is most convenient and not how it is suggested to them in theory. Because 21st South will be so congested, cars will automatically start exiting onto 21st East, whether it's against the law or not. That's just reality. I think this proposed plan needs to be significantly decreased to truly provide a symbiotic relationship with the neighborhood. It is evident from the current plan that the petitioner is in fact not interested in enhancing our area and have the neighbors happy, they are interested in maximum financial gain only, come what may for the surrounding residents, otherwise they would be more considerate in their planning and they would scale this project to what the site size can actually accommodate (including parking). But they are showing complete disregard to the consequences their development will bring to those who live here as long as they can build max number of apartments and collect the money. Saying so casually "when is parking not an issue" shows complete lack of regard for our community and for those of us who reside here and call this are our home, who truly care about the feel and the future of our wonderful neighborhood. This is not a financial investment for any of us, this is our home and we care about what happens to it in the future. I am also alarmed that the petitioner did not inform residents of this meeting. In this day and age, for the whole neighborhood to NOT GET their postcards? C'mon, that was on purpose so that they can claim that they offered this meeting without the neighbors actually having the opportunity to show up and ruffle any feathers. I truly question the legality of the meeting itself when we were not notified of it.

Thank you for your time and reading about my concerns and I truly hope that you will consider them carefully and seriously as you proceed with this approval process.

Sandra Marsh, Oneida Street

From: Becky Burbidge <[REDACTED]>
Subject: Twenty Ones Feedback

I am writing in regard to the high density development proposed for 2100 South. I am a member of your district and would like to express my concern regarding the number of units. This is a school zone and the inevitable increase in traffic will certainly negatively impact our area and most importantly elementary school children.

Please consider other options to lower the high density of this proposal.

From: Annie Lindsley <[REDACTED]>
Subject: Twenty Ones Feedback

I'm all for a 21 and 21 revamp— it's long overdue. But with this many units and each resident having 1-2 cars is going to be a nightmare. Not only for general traffic and the local neighborhoods but for all of the kids that have to cross 2100 south and 2100 East to get to and from school. The number of units needs to be reduced to at least half of the proposed number. Seeing how these things go, I'm sure nothing with change. But I think the council should prioritize the local neighborhood and school children before builders who's interest is strictly revenue.

From: Angie Boren <[REDACTED]>
Subject: Twenty Ones Feedback

I appreciate that you are trying to make the neighborhood better but if you were actually concerned about the neighborhood and not making money you would consider the incredible strain this is going to put on our community. The traffic increase is a huge concern. The parking is an issue and most importantly the safety of the kids walking to and from school and walking in the neighborhood in general. Please reconsider the amount of apartments and establishments you are allowing into our neighborhood. Lower Sugarhouse is a total disaster please don't do the same to us.
Thanks for listening!!!

From: Jacob Webber <[REDACTED]>
Subject: Twenty Ones Feedback

I live directly south of the planned development, near the corner of Country Club Dr. and 2300 East. I grew up in the area on Parleys Terrace and moved back to the area with my wife once I could afford a house in the area.

The planned proposal is extremely disappointing. Part of what makes this area so desirable is the comfortable, close knit community. The streets are quiet, and there are rarely ever cars parked on the streets. After living in Los Angeles for several years, I have grown to greatly appreciate this aspect of our community.

There are several reasons why I am completely against the proposed development.

1. I currently have two daughters, both of whom will be attending Dilworth Elementary School. Children in the neighborhood walk to school every morning. It is already a little scary having them cross 2100 South to get to school, and the planned development only makes it worse. The planned development will greatly increase the traffic, the number of people, and the danger for children walking to school. I attended Rosslyn Heights Elementary School, but two of my siblings were forced to move to Dilworth when Rosslyn Heights was shut down. This was a big deal at the time because it meant they would have to cross 2100 South. It was a big deal before any oversized, overpopulated development went in place. This just makes it worse.

2. The area of 2100 South, directly west of the planned development, is a total disaster with traffic and the number of people. I avoid that area at all costs. This is all due to the developments that have gone in over there. I am afraid that this planned development will have the same negative impact on our community and area of 2100 South.

3. In the proposal it states that there will be 99 apartments and 77 parking spots. Residents and their guests will be forced to park on the streets in our neighborhood - completely changing the feel of our neighborhood that makes it so desirable.

I am not supportive of the planned development. Not at all. If the proposal is somehow approved and construction actually begins, the developers need to make the top floor retail space and eliminate the 22 additional apartments that do not have parking. The retailers that move into the area will not want their parking to be taken by residents in those 22 apartments. People purchasing the apartments will not want to purchase the apartment without confirmed parking spaces. Our neighborhood doesn't want to overlook parking on the streets.

The proposed development is not what is best for our community. The developers do not have our community interest in mind. It is an opportunity for them to capitalize on the strong real estate market and to make a little money - all at the expense of our community.

From: Nancy Warr [REDACTED] >
Subject: Twenty Ones Feedback

Thank you for providing us the opportunity for feedback. We have lived in this neighborhood (1 min from 2100 south & 2100 east). My input is as follows:

1. Very pleased that entrance will be on 2100 south due to the school crossing going to Dilworth Elementary.
2. There needs to be a parking spot for each tenant, not just 77 out of the 99. Having retail space on the upper floor instead of the 22 housing would be a win win for the neighborhood. Retailers will not want to share their limited parking space with the 22 tenants. The adjoining neighbors do NOT want the overflow of the 22 tenants that cannot find parking. This will end up with a battle for residential parking permits along the streets. Finally, the 22 tenants will not want to pay high rent knowing they don't have a secured place to park.

A neighborhood such as ours went through this overflow parking disaster on 2100 east and 1300 south when the DoDo Restaurant resided there. There was not adequate parking and it was such a battle that neighbors insisted on signage and residential parking permits or people would be towed. The DoDo eventually moved because of the pushback from neighbors.

We want this to be positive from the beginning.

Sincerely,
Keith & Nancy Warr
2153 East Parkway Avenue
SLC, UT 84109
[REDACTED]

From: Laurie Cannob [REDACTED] >
Subject: Twenty Ones Feedback

I live on Oneida. I think one of the biggest concerns the neighbors have will be lack of parking for the apartment residents. What can we do to change the city ordinance that allows less parking than apartment residents?

Thanks!

to me

From: Mark McDonald [REDACTED]
Subject: Twenty Ones Feedback

I have two issues with the plan. 1- the height of the north building. and 2- parking availability.

1- The fact that the taller building is located off of the street and completely separate from the 21st south building does help mitigate the problem. But it opens the door for other nearby properties to argue for similar exemptions and it does nothing to minimize the impact along 21st east of the north building.

2- The underground tenant parking does not appear to be adequate. These being "higher-end" apartments, most units will likely have 2 vehicles. This development needs to have adequate parking on-site to eliminate tenant and tenant guest parking from spreading into the adjoining neighborhoods.

From: [Mary Jane Taylor](#)
To: [Gilmore, Kristina](#)
Subject: (EXTERNAL) Proposed project at 2100 south and 2100 east
Date: Monday, February 3, 2020 8:59:32 PM

Dear Krissy Gilmore,

We live in the Country Club View Condominiums directly north of the proposed development. Our unit is on the south side on the second floor. The idea of having a three story building right next to us leads to too much density for the neighborhood. Neighbors and ourselves have objected to a tall, over occupied development, on the corner, in the past. Several reasons are as follows: Dilworth Elementary's property line is next to our building, we share a fence with them in our back parking lot. The increase in occupants and businesses will pose a safety danger for the children traveling to and from school, turning an already busy intersection into a much busier one.

If housing has to take place, both buildings shouldn't be any taller than two stories, the homes in the adjacent neighborhood are modest one story homes.

Also, what are the plans for the empty laundromat? We were informed that it is not included in the project because of the effort it would take to prepare the ground after having a cleaning business there.

The space between the proposed south building needs to be adequate so existing trees and bushes at the Country Club View Condominiums can survive and receive adequate light.

We agree that improvements need to be made, but look at the reasonable and nice buildings that have been done in the Holladay area. (4800 south and 2300 east.)

With the right kind of planning you can develop something that will be a jewel to the area instead of another large eyesore like so much of what has been done in the "downtown" Sugarhouse area.

Thanks for your time and consideration.

Sincerely,

Mark and Mary Jane Taylor

[REDACTED]

We tried bringing up the plans on the aca.slcgov.com site and couldn't get them to pull up when we typed in the petition number.

COMMENTS / CONCERNS

TWENTY ONES

Petition Number PLNPCM2019-01170

(Proposed residential/commercial project on the northeast corner of 2100 South and 2100 East)

RECOMMEDATION: This petition must be returned to the developer and marked denied as being in error, insufficient and wanting for the following reasons.

1. Contrary to the developer's statements, the project Design Review Application as submitted to the City and the Community Council fails to conform to the zoning requirements in a Commercial Business zone.
 - a. There is an error in the required parking calculations as contained in page G001.
 - b. The nine parking stalls "cut back parking" located on the developer's property along 2100 South in front of Building 1 (East Wing) are in violation of 21A.26.03. F7 and 21A.44. 060.D, Table 21A.44.060. CB. These stalls are in violation of City code because they are, for the most, part on the developer's property and constitute a parking lot in the front yard and not cut back parking within the street right-of-way.
2. The petition fails to show how the project will be in harmony/compatible/integrated with and not adversely impact the stability of adjacent residential neighborhoods.

21A.26.030: CB COMMUNITY BUSINESS DISTRICT ordinance contains the following Purpose Statement, "The CB Community Business District is intended to provide for the close integration of moderately sized commercial areas with adjacent residential neighborhoods. The design guidelines are intended to facilitate retail that is pedestrian in its orientation and scale while also acknowledging the importance of transit and automobile access to the site."

Unfortunately, in order to achieve this purpose, the ordinance articulates only a few limited urban features that are to be used to ensure that new projects are properly integrated with adjacent residential neighborhoods. These limited features focus on the proposed building's visual compatibility with many buildings that will no longer be found on the block face. Included in these features are the building elements of roofline, vehicular access, facade design, buffers and step backs. The ordinance also articulates a number of elements pertaining to the proposed project such as yard area requirements and landscaping.

The developer's analysis of these limited design elements is found to be insufficient and has serious flaws when attempting to ensure that the project has close integration with adjacent residential neighborhoods. The City ordinance is partly to blame for this inadequacy. The City fails to provide the developer or the public with urban characteristic/form data necessary to measure the degree or make an informed judgement of the success or failure of the project to achieve integration with adjacent residential neighborhoods.

Many questions arise concerning whether this project meets the proper threshold for being integrated with adjacent residential neighborhoods.

What neighborhoods should be included in the analysis? This question can be answered by reviewing past city-wide master plans. A Master Plan for Salt Lake City adopted by the City Planning Commission in 1967 created the community and neighborhood boundaries that are presently used by the City Council and that also serve as the framework for the City's community planning efforts. This master plan identifies two neighborhoods that would be considered adjacent to this project area. Dilworth Park and Sugar House Park neighborhoods share a common boundary with this site.

The other urban form/characteristics that must be used in order to prove harmony/close integration/compatibility with residential uses with these two neighborhoods?

- Lot size to building coverage ratio (lot to floor area ratio)
- Hard surfaced coverage ratio
- Percentage of lot held in open space
- Average number of dwelling units per acre (dwelling unit density)
- Average dwelling unit size by use (dwelling unit floor ratio to number of dwelling units)
- Percentage of buildings with hip or peak roof design
- Number of principle buildings with flat or less than 1':12' pitch ratio
- Average building height
- Percentage of buildings with one, two and two plus off-street parking stalls per dwelling unit
- Number of properties with structured off-street parking
- Percentage of buildings with landscaped setbacks from the front property line
- Ratio of building height to front yard setback

The Sugar House Community Master Plan also contains policies and objectives designed to protect the stability of residential areas of the Community. This document's Future Land Use Plan, dealing with neighborhood business uses, states that proposed development and land uses within the neighborhood business area must be compatible with the land uses and architectural features surrounding each site. Three of the Master Plan's community development policy objectives further reinforce the need to ensure that uses are properly compatible and integrated.

- a. Develop the Sugar House Community to be a sustainable, attractive, harmonious and pedestrian oriented community.
 - b. Maintain, protect, and upgrade Sugar house as a residential community with a vital supporting core.
 - c. Strengthen and support existing neighborhoods with appropriate adjacent land uses and design guidelines to preserve the character of the area.
3. The Master Plan also warns against negative externalities which will impact on the stability and desirable quality of adjacent residential neighborhoods. "Notwithstanding the acknowledgement that neighborhood business can be positive for the City and neighborhood, the community emphasizes the need to protect adjoining residences from the negative impacts of these commercial uses. The impacts include lighting, noise, litter, smells, insensitive design, traffic and parking."

A review of the plans attached to this petition show a strong possibility that many negative externalities will arise if the petition is approved as submitted. These externalities center on the following plan deficiencies.

- a. Insufficient on-site parking.
 - b. Inadequate number, poorly placed and unenclosed trash containers. For example, residents of the western units will need to walk nearly a city block (660') to deposit their trash. This will also be a problem for the office and other commercial uses in the east and west wings. Poor and inadequate trash facilities will lead to a proliferation of trash dumpsters being placed by the tenants in parking and other common areas.
 - c. Noise complaints generated by firms hired to service the dumpsters have been a continuing problem for many years. (Who do you call to register a complaint when it is 4 am?)
 - d. There are no designated loading and unloading zones necessary to service the daily deliveries to the proposed restaurants and other commercial users. As with the Blue Plate Diner, these activities will either be conducted using travel lanes on the street as a loading zone. Parking isles and driveways within the project or along the 2100 South cut-back parking area will surely be used as loading zones.
 - e. Time limitations for the commercial uses must be clearly stated and must be enforced by the City.
4. The cut-back parking on 2100 South should be removed and not permitted to be reinstalled as part of this project. Historically cut-back parking has been shown to generate high rates of air pollution as motorists circle around trying to find a parking stall. In the 1960's the City, under the mandate of Utah State Government, did a complete redesign of the CBD street system in order to remove on-street parking as part of a pollution solving programs.

Salt Lake City has labeled 2100 South at this location as part of its arterial street system. This designation reflects the fact that the street is heavily used as part of the on-off ramp and street system servicing Interstate 80. The street is also a major connector leading to the Sugar House business area, University of Utah, Westminster College and eventually to the heart of the City. The posted highway speed is 30mph but usually sees speeds in the 40's. The high traffic volumes and traffic speeds on 2100 South make cut-back parking very dangerous.

If the City approves cut-back parking on 2100 South and/or approves the project with inadequate off street parking it will further show that the City's is only giving lip service concerning efforts designed to solve our pollution problems.

From: [Stephen Dibble](#)
To: [Gilmore, Kristina](#)
Subject: (EXTERNAL) 21sts project
Date: Monday, March 2, 2020 7:34:30 PM

Ms. Gilmore,

I noticed that the developer for the *21sts project* has had the plans approved by the community council. This is in spite of several really obvious areas where the proposed project does not comply with the master plan developed for this intersection.

1. The **parking** seems to be totally inadequate for a site not located near mass transit stops. Most of the units will probably have more than one vehicle. The proposal to have 2/1000 spaces for commercial seems almost ludicrous and could limit who could lease the spaces. This will not even provide parking for the employees, much less patrons. It is most likely that the tenants and patrons will overflow into the adjacent neighborhoods. This is already happening each day with the Blue Plate Diner but they are able to use the parking along both sides of 21st East and the spaces of the adjacent vacant buildings.


2. **On-street parking** is clearly discouraged in the planning guidelines. This seems to have been a direction the city planners have tried to develop since the successful construction on the south east corner of 11th east and 21st South. This has greatly improved that intersection. (The new credit Union building across the street near the southwest corner of 21st and 21st seems to have complied). The parking proposed for this new development together with the volume of traffic on 21st South could create a traffic problem. There does not seem to be any effort to try and encourage pedestrian traffic along 21st South. There are no gathering spots as encouraged by the masterplan.

3. The SLC master plan for this area calls for urban **landscaping** particularly along the street edges, and it includes numerous examples of pedestrian friendly urban landscaping. Green spaces, public gathering areas etc should be a requirement for new developments. The only landscaping in this proposal seems to be (with the exception of a very small private court at the end of one building that will undoubtedly be used exclusively by that commercial space) limited to a row of trees along the north property line between the apartment buildings. None of these trees would be visible nor contribute anything to the community. This is not consistent with the masterplanning guidelines. We were lead to believe that pedestrian accessible outdoor spaces could be created similar to the very successful pedestrian spaces fronting businesses along 15th East.

4. The old Chevron gas station on the intersection corner (now a defunct coffee shop) along with the Blue Plate Diner building will likely, because of the property size, never be replaced. This important corner should have been included in the planning and approval for this project. If this corner is not considered at this time and the proposed project is constructed, it will probably never be possible to **"define" the corner of the intersection** such as the Barnes and Noble building in Sugarhouse.

I have greatly appreciated the time and money spent by Salt Lake City to develop the architectural guidelines for this intersection. As we worked with the planners and consultants, the neighbors all have had the confidence this would help improve our neighborhood. I hate to see a non-complying project like this be approved and constructed. I know this will undoubtedly frustrate the many neighbors who contributed a lot of time hoping their work could have a positive impact on this important intersection.

Thank you for your consideration.

Stephen Dibble
2049 E Wilmington Avenue


From: [Michael Pepe](#)
To: [Gilmore, Kristina](#)
Subject: (EXTERNAL) 2100 S & 2100 E Projection Review
Date: Friday, May 29, 2020 11:18:43 AM

Hi Krissy,

I am reaching out as a resident in the 2100 S & 2100 E district of Salt Lake. I am concerned with the negative effects of the proposed "Twenty Ones" project submitted by Rockworth Companies and AE Urbia.

My main concerns are twofold: How will this project impact the rent of the surrounding area? I have lived at 2100 S & 2100 E for only two years, yet my rent for a one-bedroom apartment has already increased by over 11% in that time. I do not want myself and my neighbors to be priced out of this lovely, historic neighborhood due to upscale housing developments.

I am also concerned with the impact of the local businesses within this project area, namely Blue Plate Diner, Hunan Garden, The Dance Company, Star 21 Salon, Jed's Barbershop, The Bean Whole, and Sue's Alteration. I believe that forcing these businesses out will cause most of them to permanently close, which will leave a detrimental hole in our community. These local businesses are part of the reason I chose to move to Sugar House from Los Angeles two years ago.

Thank you for your consideration,
Michael Pepe

From: [thea](#)
To: [Gilmore, Kristina](#)
Subject: (EXTERNAL) Twenty Ones development
Date: Wednesday, June 3, 2020 10:00:44 AM

Greetings—

Just want to say that I applaud the developer for providing underground parking. I would urge the city to require developer to leave the big trees that are on the property and to provide a few more streetside.

We need to keep our mature trees! Approval should never have been given for the gorgeous trees at the old Traces garden shop on 11th east to be slaughtered. Reprehensible and short-sighted.

I would like to know if there is any requirement in the planning or zoning laws to preserve mature trees on property to be developed, and to plant a certain number of trees per square foot of development buildings.

Thanks & best wishes,
Thea Brannon
1768 Wilson AVE

Sent from [Mail](#) for Windows 10

From: [Gee Preston](#)
To: [Gilmore, Kristina](#)
Subject: (EXTERNAL) The Twenty Ones
Date: Thursday, June 4, 2020 9:25:05 PM

Hello,

Can you please tell me if these apartments are for rent or sale?

Thank you.

From: [Mary Jane Taylor](#)
To: [Gillmore, Kristina](#)
Subject: (EXTERNAL) 21's Project
Date: Monday, June 22, 2020 9:15:03 AM

Hello Kristina,

Thank you for asking us for our input on the proposed project next to the Country Club View Condominiums.

We feel it important to state the following considerations:

1. That a buffer needs to be established between our building and the new 3 story apartment/ business complex. Including trees and foliage on the north side of the new building closest to us. If the trees that are presently on the south side of our building die, due to lack of sunlight, the developer of 21's will pay for replacement trees that can survive with compromised sunlight.
2. Courtesy with construction hours, so noise doesn't interfere with people living so next to the construction. And when the building is finished and occupied, similar hours to those established by the HOA at the Country Club View Condos, since we will be so close to each other.

We hope that the project will be successful for the investors, pleasant for us to live next to and an asset to our community.

Appreciate your efforts!

Mark and Mary Jane Taylor

From: [Dave Iltis](#)
To: [Gilmore, Kristina](#)
Subject: (EXTERNAL) Twenty Ones?
Date: Friday, February 7, 2020 6:08:12 PM

Do you have more info on the Twenty Ones project?

Thanks,
Dave Iltis
Salt Lake City