



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Krissy Gilmore, Principal Planner, 801-535-7780

Date: September 9, 2020

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

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

REQUEST: Tom Henriod, with Rockworth Companies, is requesting approval for a new mixed-use development at the above noted properties. The development includes two buildings with approximately 21,000 SF of commercial space and 107 residential units. **The development involves two different applications:**

- a. **PLNPCM2019-01170 Design Review:** The development requires Design Review approval due to building size limits in the CB (Community Business) zoning district as well as requested additional height on the south building.
- b. **PLNSUB2020-00200 Special Exception:** The development requires Special Exception approval due to additional height requested on the north building.

RECOMMENDATION: **It is Planning Staff's opinion that** overall, the project meets the intent of the zoning district, the Design Review standards, and Special Exception standards with the recommended conditions of approval listed in this report. Therefore, Planning Staff recommends that the Planning Commission approve the Design Review and Special Exception subject to the following conditions of approval:

1. A subdivision or parcel consolidation to be recorded including the proposed area of land to be dedicated to the city.
2. Final approval of the details for signage, street lighting, streetscape details, and landscaping to be delegated to Planning staff to ensure compliance with the Design Review standards, and applicable guidelines in the 21st & 21st Neighborhood Plan.
3. Additional street trees shall be added to the 2100 South right of way, details to be delegated to Planning staff.

4. The street facing retail and commercial doors shall remain open to customers during business hours to allow for active commercial uses along the street-facing facades.
5. Staff shall be provided a copy of the site Remedial Action Plan and mitigation steps shall be incorporated if necessary.
6. Approval is for the specific items discussed and identified in the staff report. All other applicable zoning regulations and requirements from other city departments still apply.
7. Any changes to the site shall comply with all standards required by City Departments.

ATTACHMENTS:

- A. [Applicant Submittal and Information](#)
- B. [Site Plans](#)
- C. [Building Elevations](#)
- D. [Site Photos](#)
- E. [Zoning Ordinance Standards](#)
- F. [Design Review Standards](#)
- G. [Special Exception Standards](#)
- H. [Department Comments](#)
- I. [Public Process and Comments](#)

PROJECT DESCRIPTION:

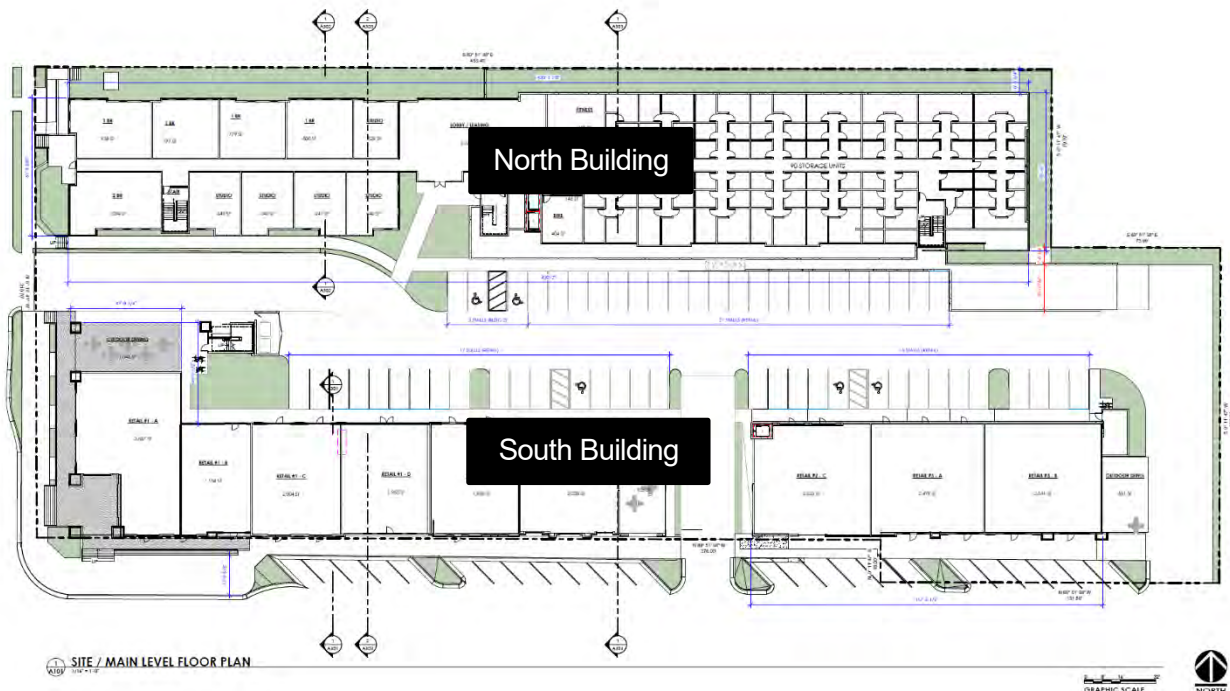


The applicant provided a visual fly-through video of the site at this link:
<https://drive.google.com/file/d/1eI9Ac6FyVUJVQ3z30k6yI1zXMueHoCe/view>

The proposed development consists of two buildings, a north and a south building. The proposed north building is a 3-story multi-family residential structure that includes studios and 1 & 2 bedroom units totaling 81 units. The south building is a 2-story mixed-use commercial and multi-family residential structure. The residential portion of the south building includes studios and 1 & 2 bedroom units totaling 26 units. The ground floor of the south building contains approximately 21,000 SF of commercial space. A total of 168 parking stalls are provided onsite (surface + underground parking), and 24 stalls are provided on street. Above is a rendering of the development looking from the

intersection of 2100 South and 2100 East. The developer has also provided a detailed narrative about their proposal and design review considerations in Attachment A.

The proposed development is located on several lots that will need to be consolidated as a condition of approval. The project site is bound by 2100 South and 2100 East and proposes a driveway that runs through the site. The south building is built up to the sidewalk on 2100 South, with ~10' of clear sidewalk in front of the building and several bulb-outs in the park strip that will have street trees and school crossing signs. The proposed underpass on the south building will create a vehicle and pedestrian access through the site from 2100 South. The north building's street facing façade features a 15' setback from 2100 East that accommodates an ADA ramp, as well as a UTA bus stop with a bench.



Concept site plan showing the layout of the buildings. (See Attachment B for full size plans) The driveway and underpass are shown, as well as the outdoor dining spaces.

South Building: The entire length of the ground level façade of the south building on 2100 South and 2100 East will have active ground floor uses. The 2100 South façade includes residential apartments on the upper level, and ground floor commercial space across the entire façade. The building includes sixteen storefronts and three plaza spaces for outdoor seating and dining. The primary building materials are brick, glass, synthetic wood siding, hardie panel siding, and fiber cement trim.

North Building: The north building includes approximately 62' of street facing façade along 2100 East. The building includes a fitness center, bike storage, a pet spa, as well as other amenities for the residents. It also includes two roof top outdoor patios. The façade includes balconies and material changes running vertically through the building to further break up the mass. Though the building is significantly larger than typical single family homes in the neighborhood, the mass, including the

height is similar to the condominium building directly to the north. The primary building materials are brick, glass, synthetic wood siding, hardie panel siding, and fiber cement trim.

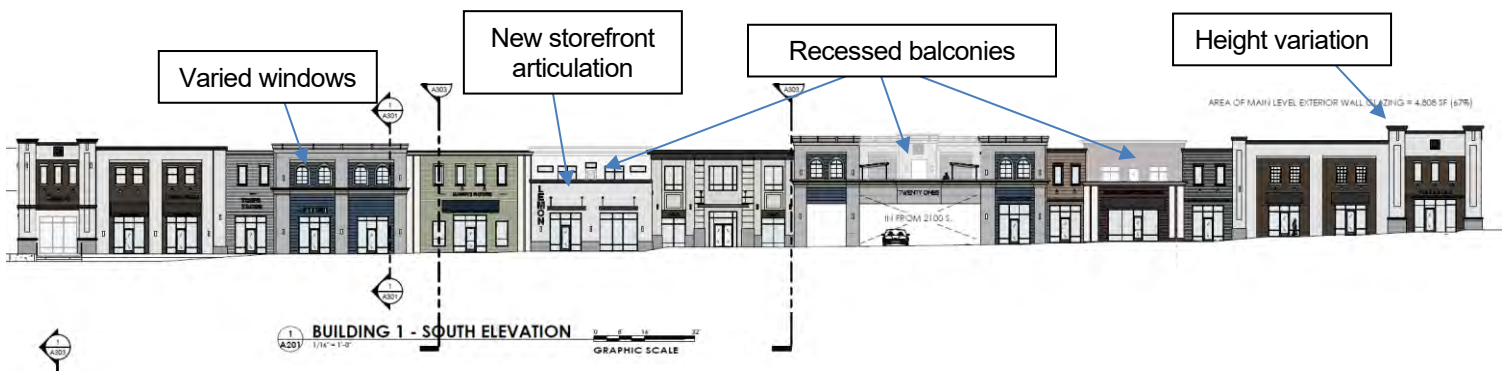
BACKGROUND

During the early review stages of the petition, Planning Staff suggested several revisions to the buildings including creating visual interest along the street, providing greater variation between storefronts, visually separating the length of the building, and creating active front hard uses.

Planning Commission previously reviewed the proposed application during a work session on July 8, 2020. It was during this work session that the Planning Commission heard and discussed Planning Staff and the applicant's perspective of the site. During the work session meeting the length of the street facing façade on 2100 South, as well as building height exceptions were discussed. The applicant worked to address concerns expressed by the Planning Commission by varying the storefront design, windows, doors, and signage. Additionally, the applicant decided to ask for modifications to the height of the south building to greater vary the parapet walls and cornices. The applicant provided updated plans that included the following revisions:



2100 South façade reviewed by Planning Commission at July 8 Work Session



Revised 2100 South façade with callout of some changes to the design.

REQUESTED MODIFICATIONS

The project is required to go through Design Review 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 is also requesting relief from underlying zoning district height to greater vary the parapet walls and cornices **on the south building. The roof deck will not exceed 30 feet (30') as allowed in the CB zone**, but in order to provide greater variation in the façade design and account for the slope of the site, the applicant is requesting to extend the parapet walls and cornices for to a height of 37'-6" **at the tallest point** from the average finished grade. See Key Consideration 3 for details.

Special Exception approval is required due to the requested additional height 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.

The proposal requires Planning Commission review due to the building size triggers and the extent of modification the applicant is requesting. In making a decision the Planning Commission should consider whether the proposal meets the standards in Section 21A.59.050 and 21A.52.060 of the zoning code. The standards of review may be found in this Staff Report as Attachment F and G.

KEY CONSIDERATIONS:

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

1. **Compliance with the Underlying Zoning District**
2. **Compliance with Master Plan Policies**
3. **Facade Design and Streetscape Amenities**
4. **Modifications to the Maximum Building Height**
5. **Parking**
6. **Environmental Concerns**

Consideration 1 – Compliance with the Underlying Zoning District

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 moderate 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.

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.

This project area is primarily surrounded by 1-2 story single-family, small commercial development, and condominiums. By right, the CB zone allows a 30' tall building (plus an additional 5' for parapet walls that screen mechanical equipment) with 7' landscaped yard setbacks when abutting single family zoning. The zone allows open space to be in the form of landscaped yards, courtyards, rooftop and terrace gardens. While reduced building sizes would be preferred and would help the buildings to be more compatible in size, larger buildings are allowed in the CB zone if they meet the compatibility standards outline above and comply with the more stringent Design Review standards. In general, Staff feels the proposed buildings meet the compatibility standards of the CB zone and incorporates the following design elements to address concerns:

- Varied building materials including brick, large amounts of glass, and synthetic wood
- Street facing active ground level uses
- A step backed approach with the 3-story building internal to the site
- Majority of the parking is internal to the project or underground
- An average of 10' sidewalks, with 17' at the widest point on 2100 South/ 6' to 11' wide on 2100 East
- Articulation, material, and color changes to divide the building into smaller portions visually

Consideration 2 – Compliance with Master Plan Policies

The proposal is located within the Sugar House Master Plan area. The Future Land Use map in the **master plan designates the property as “Low-Intensity Mixed Use” and the property has been zoned CB: Community Business**, in compliance with this designation. Low-Intensity Mixed Use allows an integration of residential with small business uses, typically at ground floor levels. The intent is to support more walkable community development patterns located near transit lines and stops.

The Sugar House Master Plan includes the following general policies related to the request:

- Increasing a residential presence through a mixed land use pattern;
- Directing development to be transit and pedestrian oriented;
- Providing space for small tenants in the retail and office buildings that are developed;
- Support small locally-owned neighborhood businesses to operate harmoniously within residential areas;
- Eliminating incompatible automobile-oriented uses where allowed; and
- Requiring windows on the first floor of new buildings with entrances facing the street and parking located in the rear.

The Twenty Ones development generally meets the above strategies, as it provides an increase in housing stock and accommodates new space for businesses. The proposal is generally in-line with the development expectations expressed in the plan.

The city-wide, *Plan Salt Lake*, includes four initiatives related to the proposed development:

- Encourage and support local businesses and neighborhood business districts;
- Provide opportunities for and promotion of social interaction;
- Encourage a mix of land uses; and
- Promote infill and redevelopment of underutilized land.

These initiatives are applicable since the development will be supporting an underutilized neighborhood business district, while providing a revitalized gathering place for the area. The

proposal is also consistent with the goals and policies outlined in *Growing SLC: A Five Year Housing Plan* which aims to increase housing options and to promote diverse housing stock.

More specifically, the Twenty Ones site is located in the recently adopted 21st and 21st Neighborhood Plan area. 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.

The 21st and 21st Neighborhood Plan includes the following general policies related to the request:

- 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.
- Use of shared parking lots that provide more efficient parking patterns and reduce the amount of land
- Curb cuts should be limited to the minimum necessary to decrease potential conflicts between pedestrians and vehicles.
- Third floors should be stepped back from the street as a buffer to reduce their visual impact.
- 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.
- 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
- Ground floor commercial uses should have large amounts of clear glass that allows passers-by to see into the store.
- 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
- Plant 1 tree per 30 feet of street frontage

The policies in the neighborhood plan generally have to do with ensuring that development engages the street/pedestrian level. The development implements this with its architectural material treatments and fenestration details that engage the pedestrian and provide visual interest. It also includes a mix of uses with commercial and residential within the same development, providing variety in the hours of activity for the building and the surrounding area. The neighborhood plan also calls for active front yard uses, such as dining and seating areas, as well as 10' sidewalks. The development meets the objective of providing visibility into storefronts to create interest to the pedestrian and provides **wide sidewalks with an average of 10'**. The development also provides several outdoor dining areas.

However, staff questions if the proposal adequately meets the intent of the ordinance and Neighborhood Plan in creating an attractive streetscape. A general standard in the development code **is that 1 tree per 30' of street frontage** is required. The Neighborhood Plan also calls out a similar objective, as shown above. While this standard does not strictly apply to the frontage along 2100 South because no front yard is provided and the area is limited by the already established sidewalk and angled parking, Planning Staff is of the opinion that additional street trees will better define the pedestrian realm and provide a needed buffer from 2100 South traffic. **As part of Planning Staff's**

recommendation is a condition of approval that additional park strip street trees are incorporated along the 2100 South right of way.

Consideration 3 – Façade Design and Streetscape Amenities



Rendering of the proposed 2100 South facade

The proposed length of the 2100 South street facing façade is approximately 460 feet. 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, staff had initial concerns with the articulation and breakup of the façade to give the appearance of multiple smaller buildings.

The revised façade appears to be accomplishing the CB zone compatibility standards by varying the roof lines, color and materials, and window size and massing which are considered to be human scale. Further, the addition of the recessed balconies creates the sense of a reduced building height, and greater interest to the pedestrian. Additionally, the proposed bridge now includes a recessed balcony which visually breaks the buildings and is more appropriate to the pedestrian scale.



Rendering of the proposed 2100 South façade bridge

Consideration 4 – Modification to Height

Through the Design Review process the Planning Commission may allow additional building height of more than ten percent (10%) of the maximum height, but not more than one additional story, if the first floor of the building exceeds twenty thousand (20,000) square feet and if there are unique topographical constraints to the property. The site has a gradual, but significant slope rising to the east. The approximate change in the existing grade is 15' from the west property line to the east property



Section of 2100 South elevation

line. The applicant is requesting relief from underlying zoning district height to greater vary the parapet walls and cornices on the south building, as well as to account for the slope of the site. The roof deck **will not exceed 30 feet (30')** as allowed in the CB zone, but in order to provide greater variation in the façade design, the applicant is requesting to extend the parapet walls and cornices up to 8' at the highest point. As show below, the red line indicates the roof deck at 30', while the blue lines show the varied parapet wall and cornice heights. **At some points the total height is below 30' to provide greater variation.** In the CB zone height is measured from the Average Finished Grade, so though the request shown below is for 37'-6" in total height, the visual impact is minimal as the building above grade is approximately 33'-4".

Special Exception approval is also required due to the requested additional height 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 of the north building, including the parapet walls, will not exceed the **allowable 35' if it were approved by the Planning Commission.**

Staff believes that allowing the requested relief from the base zone height will visually allow for greater articulation and break up the mass of the south building, while having minimal impact on the neighborhood. Staff also feels that the requested Special Exception for the north building is appropriate as it will not visually change the impact to the neighbors because of the significant slope on the property. Staff recommends approval of both requested modifications.

Consideration 5 -- Parking

The project will include a total of 168 parking stalls split between an underground parking garage and interior surface parking, as well as 24 off-site angled parking stalls along 2100 South. The development proposes to use two strategies to reduce the required parking. These reduction strategies, outlined in section 21A44.040 of the development code, are to utilize shared parking and off-street parking. These

reductions are intended to help prevent land from being devoted unnecessarily to parking spaces when other parking solutions respond better to the parking needs of the use of the property.

Shared Parking

The south building (building 1) is proposing to utilize the shared parking provisions of Table 21A.44.030. Where multiple uses share the same off-street parking facilities, reduced total demand for parking spaces may result due to differences in parking demand for each use during the course of the day. The parking is determined by following a formula based on each use and time of day and using the highest total parking requirement as the total shared parking requirement, as shown in the figure below. Under the shared parking calculation, the north building is required to provide 93 parking stalls rather than 102 without the use of the reduction. The applicant is providing a total of 101 stalls for the north building.

TWENTY ONES - BUILDING 1 SHARED PARKING PER 21A.44.040B									
	WEEKDAYS						WEEKENDS		
	MIDNIGHT TO 7am	7am-6pm	6pm-MIDNIGHT	MIDNIGHT TO 7am	7am-6pm	6pm-MIDNIGHT	MIDNIGHT TO 7am	7am-6pm	6pm-MIDNIGHT
RESIDENTIAL	35 100%	18 50%	28 80%	35 100%	26 75%	26 75%			
RETAIL/SERVICE	0 0%	67 100%	54 80%	0 0%	67 100%	50 75%			
TOTAL STALLS REQ'D	35	85	82	35	93	77			
BLDG 1 RESIDENTIAL STALLS REQ'D	35								
BLDG 1 RETAIL STALLS REQ'D	67								
SHARED PARKING STALLS REQ'D	93								

Shared parking calculations

The table below summarizes the required parking without utilizing the shared parking, the required parking with the shared parking utilization, and the total provided parking:

Development Parking Counts

	North Building	South Building	Total Provided
Parking Garage	86	26	112
Interior Surface	5	51	56
Street	0	24	24
Total Required without SP	102	91	193
Total Required with SP	93	91	184
Total Parking Provided	101	91	192

On-street Parking

The project also proposes to utilize on-street city-owned parking to fulfil their parking requirements. In all zoning districts other than single- or two-family residential districts, credit for on street parking is allowed to satisfy some or all off street parking required in section 21A.44.030. It is important to note that the street parking is not owned by the applicant. It is within the public right of way and the City may choose to modify that parking at any time in the future. If the project does not include the 24 angled street stalls, their total provided onsite parking would be 168 stalls.

Discussion

The proposal meets the standards for required parking of the CB Zoning District and the Off-Street Parking Chapter. The Design Review standards and Neighborhood Plan guide the design of the development to be one that will likely attract many visitors by walking, bicycle, or transit. The location of the site and future planned infrastructure also supports a pedestrian oriented development. The site is adjacent to a high frequency bus route on 2100 East that connects the University of Utah to north

and TRAX to the west. Salt Lake City's Pedestrian and Bicycle Master Plan also identifies a future buffered bike lane at this location along 2100 South. Additionally, the Sugar House Master Plan and Neighborhood Plan call out support for the use of shared parking lots to provide efficient parking patterns and to reduce the amount of land dedicated to parking. Due to these factors, staff believes the proposed parking will not significantly impact the neighborhood and will result in a more efficient use of land.

Consideration 6 – Environmental Concerns

A dry cleaning business, now out of operation, was located within the site. The ground underneath the business was believed to be contaminated with by-products of dry cleaning operations. Therefore, any development on this property will likely require some clean up of the contaminated soil and must be able to prove that it can be constructed without detrimental effects. While the applicant has stated that they are in the process of completing a Remedial Action Plan and that initial soil tests show that the site is at acceptable levels for development without remediation. A condition of approval is that the City be provided with a copy and that a mitigation plan is created if deemed necessary.

DISCUSSION:

The development has been reviewed against the CB standards in Attachment E and the proposal generally meets those standards. The proposal addresses the pedestrian oriented design standards of the Design Review process, through its orientation to the sidewalk, high-levels of transparency on the ground floor, and architectural treatments on both the ground and upper levels. The proposal generally complies with the applicable 21st & 21st Neighborhood Plan that also speaks to pedestrian orientation of development. Due to the constraints of the site, the narrow and lengthy nature, and the pedestrian infrastructure surrounding the site, the requested modifications are appropriate. As the applicant is generally meeting applicable standards and guidelines, staff is recommending approval of the proposed development with the suggested conditions noted on the first page of this staff report.

NEXT STEPS:

Design Review & Special Exception Approval

If the design review and Special Exception is approved, the applicant may proceed with the project after meeting all standards and conditions required by all City Departments and the Planning Commission to obtain all necessary building permits.

Design Review & Special Exception Denial

If the design review and Special Exception is denied, the applicant cannot proceed with the project as designed and will be required to meet the design standards of the underlying zoning ordinance in order to develop the property.

ATTACHMENT A: APPLICANT NARRATIVE



TO: Salt Lake City Planning Staff
FROM: Rockworth Co – Tom Henriod and Adam Davis
DATE: August 18, 2020
RE: Twenty One's Narrative

Rockworth Companies and AE Urbia Architects 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 22,000 SF of retail (shops, restaurants and service-oriented retail) and 107 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 and encompassing the corner of both 2100 South and 2100 East. This building proposes to replace a deteriorating group of buildings and uses at this location that have outlived their useful life. Attractive storefronts, building facades, landscaping and outdoor dining areas will enhance the neighborhood environment and invite pedestrian traffic safely. 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 and other local shops.

Above the retail along 2100 South and north of the retail in a separate 3-story building, we propose 107 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-six of the residential units will be located above the retail and the 81 remaining units will be in the new 3-story building. Both buildings will access and 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. This updated site plan incorporates the many useful comments from the planning commission and the public.

Thank you,

Tom Henriod
801-856-2965 cell
801-617-0589 office
tom@rockworthco.com

Adam Davis
240-205-9271 cell
801-617-0589 office
adavis@rockworthco.com

ATTACHMENT B: SITE PLANS

TWENTY ONES

SALT LAKE CITY, UT

DESIGN REVIEW APPLICATION - RESUBMITTAL 12 AUGUST 2020

ARCHITECT/STRUCTURAL ENGINEER



DEVELOPER



GENERAL CONTRACTOR



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



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 RELATED 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 EMPASIZE 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

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

BUILDING 1 DATA

TYPE V-B CONSTRUCTION
WOOD FRAMED EXTERIOR WALLS
PRE-FABRICATED WOOD ROOF TRUSSES

EXTERIOR FINISH MATERIALS

- BRICK
- SYNTHETIC WOOD
- FIBER CEMENT SIDING
- ALUMINUM STOREFRONT SYSTEM
- METAL TRIMS
- EXPOSED CONCRETE
- GLASS FIBER REINFORCED CONCRETE
- METAL AWNINGS/CANOPIES

COMMERCIAL DATA

RETAIL 16,127 SF

HOUSING DATA

STUDIO 12
1-BR 5
2-BR 9
26 UNITS

PARKING DATA

PARKING REQUIRED (TABLE 21A.44.030)
COMMERCIAL
20,168 sq ft
3 STALLS per 1000 SF
(Office = 3/1000)
61 STALLS
OUTDOOR DINING
2,655 sq ft
2 STALLS per 1000 SF
5 STALLS

COMMERCIAL STALLS REQ'D 67
BICYCLE PARKING REQ'D 4 (5%)

HOUSING
STUDIO 1 STALL/UNIT 12
1-BR 1 STALL/UNIT 5
2-BR 2 STALLS/UNIT 18
HOUSING STALLS REQ'D 35
BICYCLE PARKING REQ'D 2 (5%)
ELECTRICAL STALLS REQ'D 2

TOTAL STALLS REQ'D 102
SHARED STALLS REQ'D 93
ADA STALLS REQ'D 4
BICYCLE PARKING REQ'D 5
LOADING STALLS REQ'D 0
MAXIMUM STALLS ALLOWED 128

PROVIDED PARKING
ON-STREET PARKING 24
INTERIOR SURFACE STALLS 51
UNDERGROUND STALLS 26

TOTAL STALLS PROVIDED 101
(INCL. 3 ADA STALLS)
(INCL. 2 ELECT STALLS)
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 17
1-BR 56
2-BR 9
81 UNITS

MAIN LEVEL FLOOR AREA 26,843 SF

PARKING DATA

PARKING REQUIRED (TABLE 21A.44.030)

HOUSING
STUDIO 1 STALL/UNIT 17
1-BR 1 STALL/UNIT 56
2-BR 2 STALLS/UNIT 18
HOUSING STALLS REQ'D 91

TOTAL STALLS REQ'D 91
ADA STALLS REQ'D 4
BICYCLE STALLS REQ'D 5 (5%)
ELECTRICAL STALLS REQ'D 4
LOADING STALLS REQ'D 0
MAXIMUM STALLS ALLOWED 113

PROVIDED PARKING
UNDERGROUND STALLS 86
SURFACE STALLS 5

TOTAL STALLS PROVIDED 91
(INCL. 4 ADA STALLS)
(INCL. 4 ELECT STALLS)
BICYCLE STALLS PROVIDED 6 MIN.
(AT INTERIOR OF BUILDING)

TOTAL PROJECT UNIT COUNTS

STUDIO 29 (27%)
1-BR 66 (64%)
2-BR 18 (17%)
TOTAL UNITS 108

2.49 ACRES
43.4 HOUSING UNITS/ACRE

TWENTY ONES - BUILDING 1 SHARED PARKING PER 21A.44.040B						
RESIDENTIAL RETAIL/SERVICE TOTAL STALLS REQ'D	WEEKDAYS			WEEKENDS		
	MIDNIGHT TO 7am	7am-6pm	6pm-MIDNIGHT	MIDNIGHT TO 7am	7am-6pm	6pm-MIDNIGHT
	35 100%	18 50%	28 80%	35 100%	26 75%	26 75%
0%	67 100%	54 80%	0%	67 100%	50 75%	
35	85	82	35	93	77	

BLDG 1 RESIDENTIAL STALLS REQ'D 35
BLDG 1 RETAIL STALLS REQ'D 67
SHARED PARKING STALLS REQ'D 93

These drawings and the design shown have been prepared for this specific project as an instrument of service and shall remain the sole property of AE Urbia Architects and Engineers and their consultants. Any reproduction, copying or use other than for this specific project is prohibited without the prior written consent of AE Urbia Architects and Engineers. Any prohibited use of these drawings or design shown are subject to legal action.

8/12/2020 2:36:26 PM

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

Revision Schedule
MARK DESCRIPTION Revision Date

AE2017.084

COVER PAGE

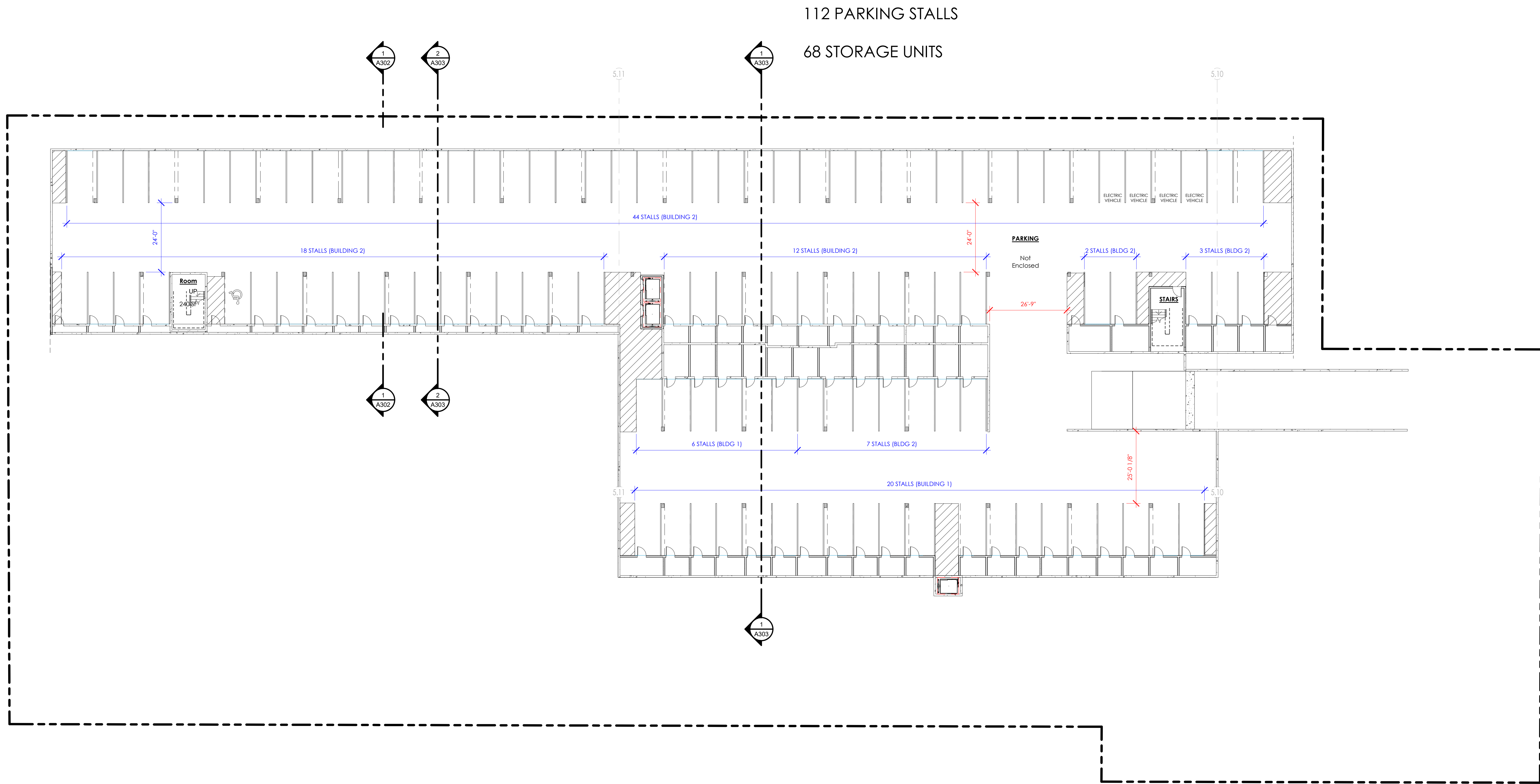
DATE: 8/12/2020
2:36:26 PM

SHEET #:

G001

COPYRIGHT ©
AE URBIA, LLC.





1
A100 **PARKING GARAGE**
1/16" = 1'-0"

0 8' 16' 32'
GRAPHIC SCALE



DESIGN REVIEW RESUBMITAL 12 AUG 2020

Revision Schedule		
MARK	DESCRIPTION	Revision Date

AE2017.084
PARKING LEVEL

DATE: 8/12/2020 2:34:31 PM

SHEET #:

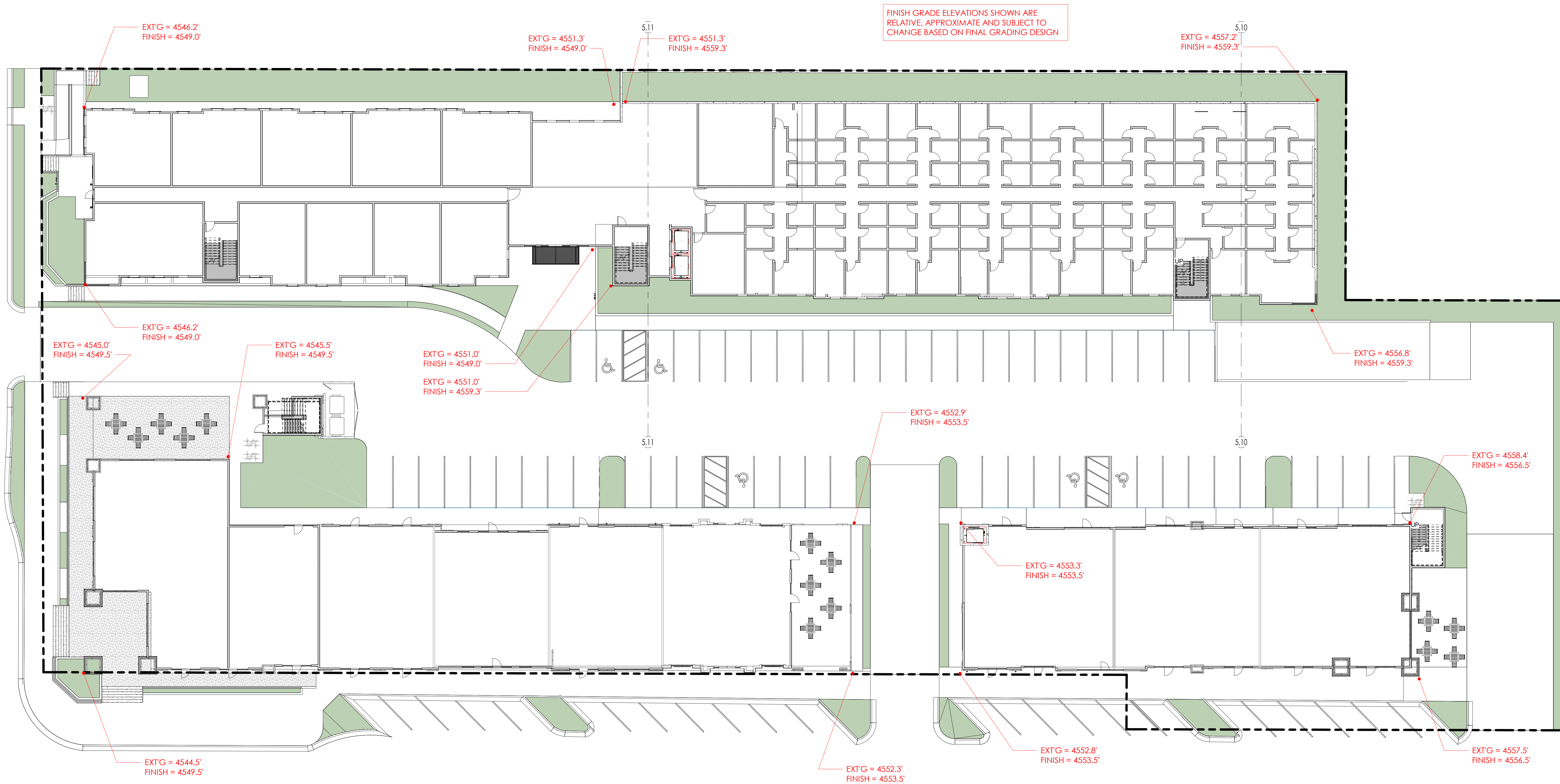
A100

COPYRIGHT © AE URBIA, LLC.

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

8/12/2020 2:34:31 PM





1 SITE GRADING EXHIBIT
A102 1/16" = 1'-0"

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

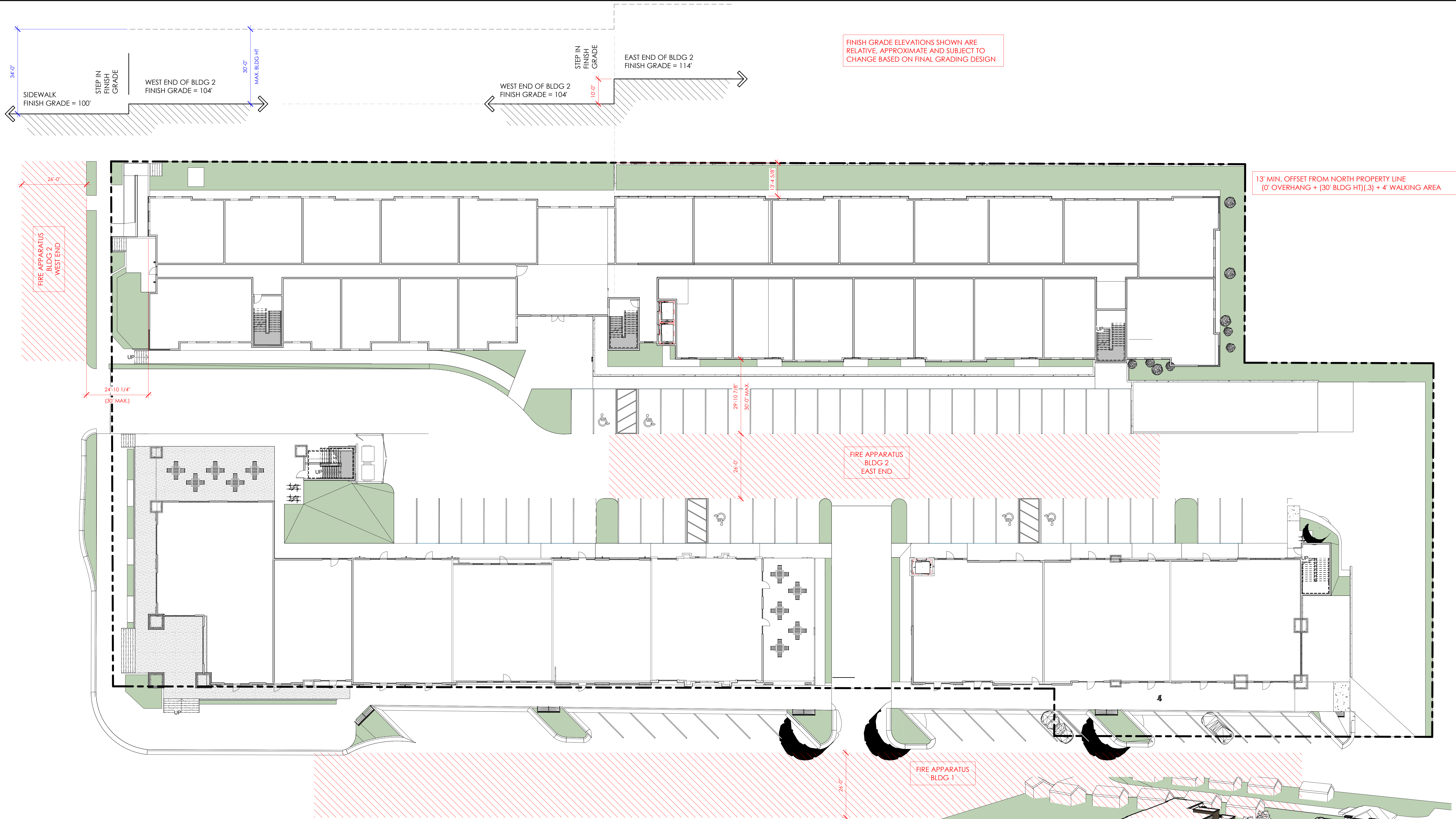
Revision Schedule		
MARK	DESCRIPTION	Revision Date

AE2017.084
SITE GRADING EXHIBIT

DATE: 8/12/2020
2:42:01 PM

SHEET #:

A102



FINISH GRADE ELEVATIONS SHOWN ARE
RELATIVE, APPROXIMATE AND SUBJECT TO
CHANGE BASED ON FINAL GRADING DESIGN

13' MIN. OFFSET FROM NORTH PROPERTY LINE
(0' OVERHANG + (30' BLDG HT) (.3) + 4' WALKING AREA

FIRE APPARATUS
BLDG 2
EAST END

FIRE APPARATUS
BLDG 1

1 SITE PLAN - FIRE DEPT & ZONING EXHIBIT
A103 1/16" = 1'-0"

ZONING DATA
CB (COMMUNITY BUSINESS) ZONE 21A.26.030
LOTS LARGER THAN 4 ACRES REQUIRE DESIGN REVIEW
BLDGs LARGER THAN 15,000GSF REQUIRE DESIGN REVIEW
FRONT YARD = NONE
INTERIOR SIDE YARD = NONE
REAR YARD = 10'
BUFFER YARD = 7' ADJACENT TO RESIDENTIAL DISTRICT
(21A.48.080.C.3)
MAX. SETBACK = 15' FOR 75% OF THE BUILDING FACADE
PARKING PROHIBITED IN FRONT OR CORNER SIDE YARD
MAX. HEIGHT = 30'
RECYCLING STATIONS REQ'D: 21A.36.250

21A.42 DEFINITIONS:
HEIGHT, BUILDING - OUTSIDE FR. FP, R-1, R-2 AND SR DISTRICTS:
The vertical distance, measured from the average elevation
of the finished grade at each face of the building, to the
highest point of the coping of a flat roof or to the deck line of
a mansard roof or to the average height of the highest gable
of a pitch or hip roof (see illustration in section 21A.62.050 of
this chapter).

DESIGN STANDARDS (21A.37)
40% GLASS AT MAIN LEVEL
15' MAX. BLANK WALL LENGTH

FIRE STANDARDS
13' MIN. OFFSET FROM NORTH PROPERTY LINE
(0' OVERHANG + (30' BLDG HT) (.3) + 4' WALKING AREA



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

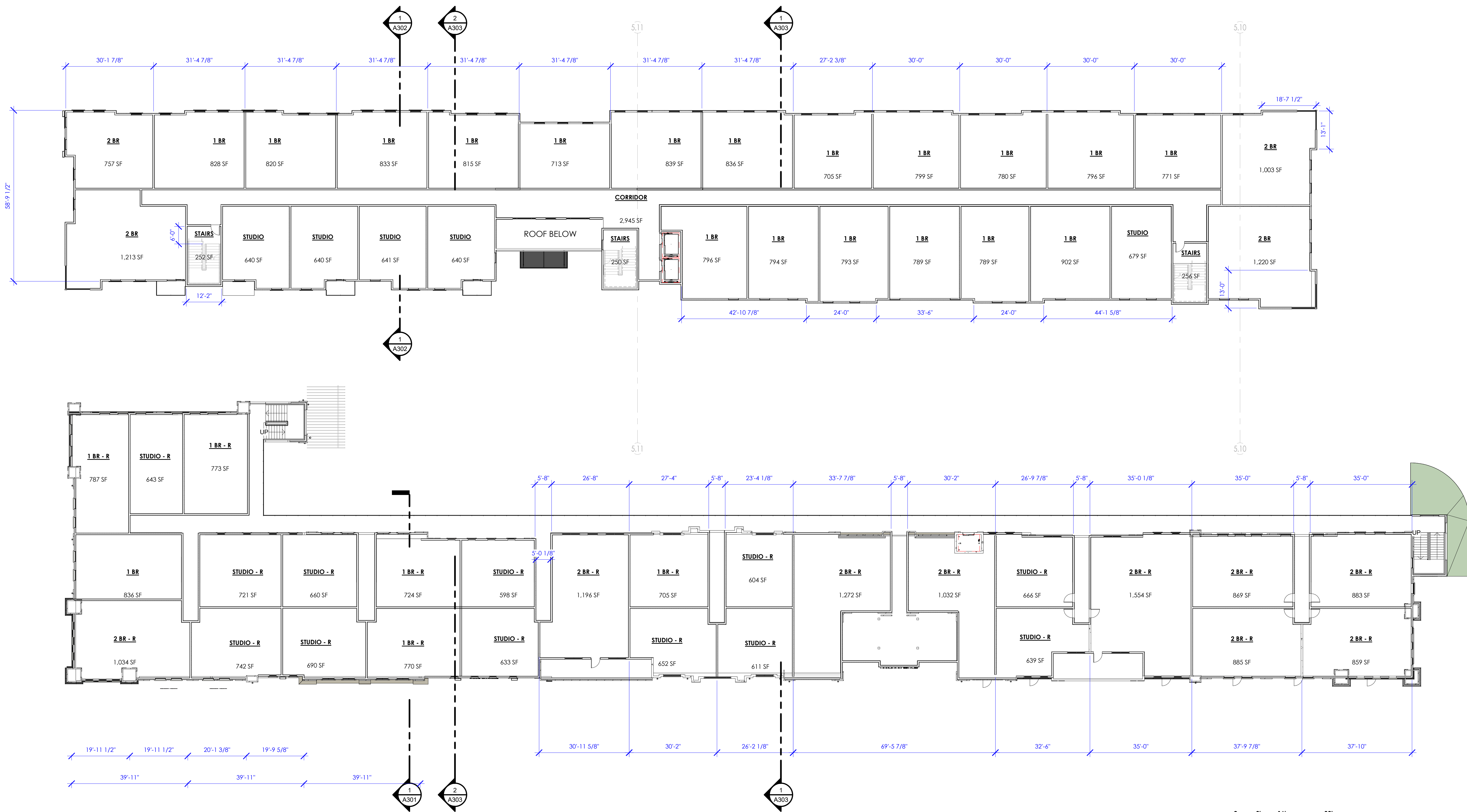
Revision Schedule	
MARK	DESCRIPTION
1	OWNER UPDATES
2	ADDITIONAL #1

AE2017.084
SITE PLAN -
FIRE DEPT AND
ZONING

DATE: 8/12/2020
2:35:18 PM

SHEET #:

A103

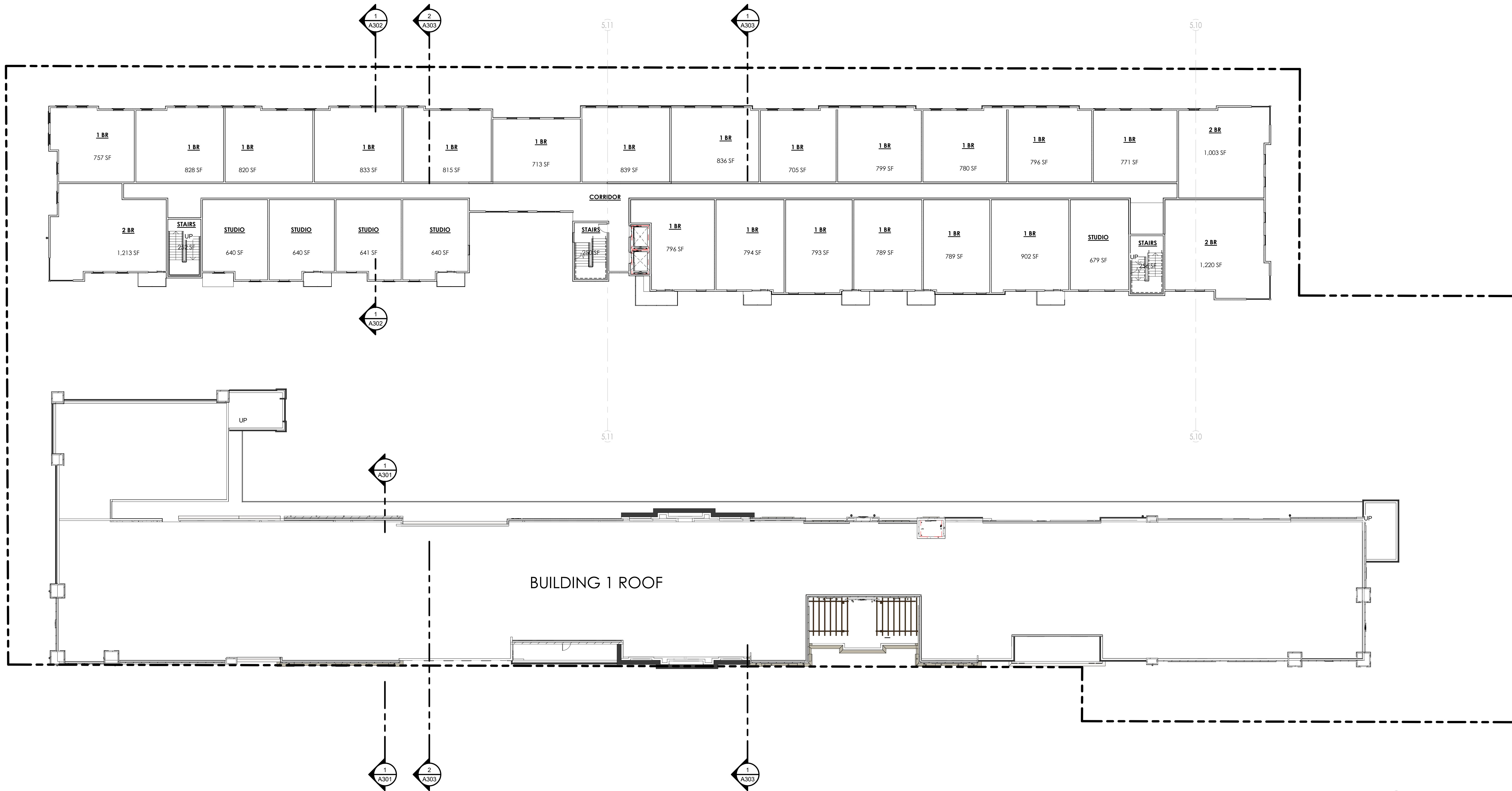


1
A104 **SECOND LEVEL FLOOR PLAN**
1/16" = 1'-0"



0 8' 16' 32'
GRAPHIC SCALE

Revision Schedule	
MARK	DESCRIPTION
1	OWNER UPDATES
2	ADDITIONAL 1

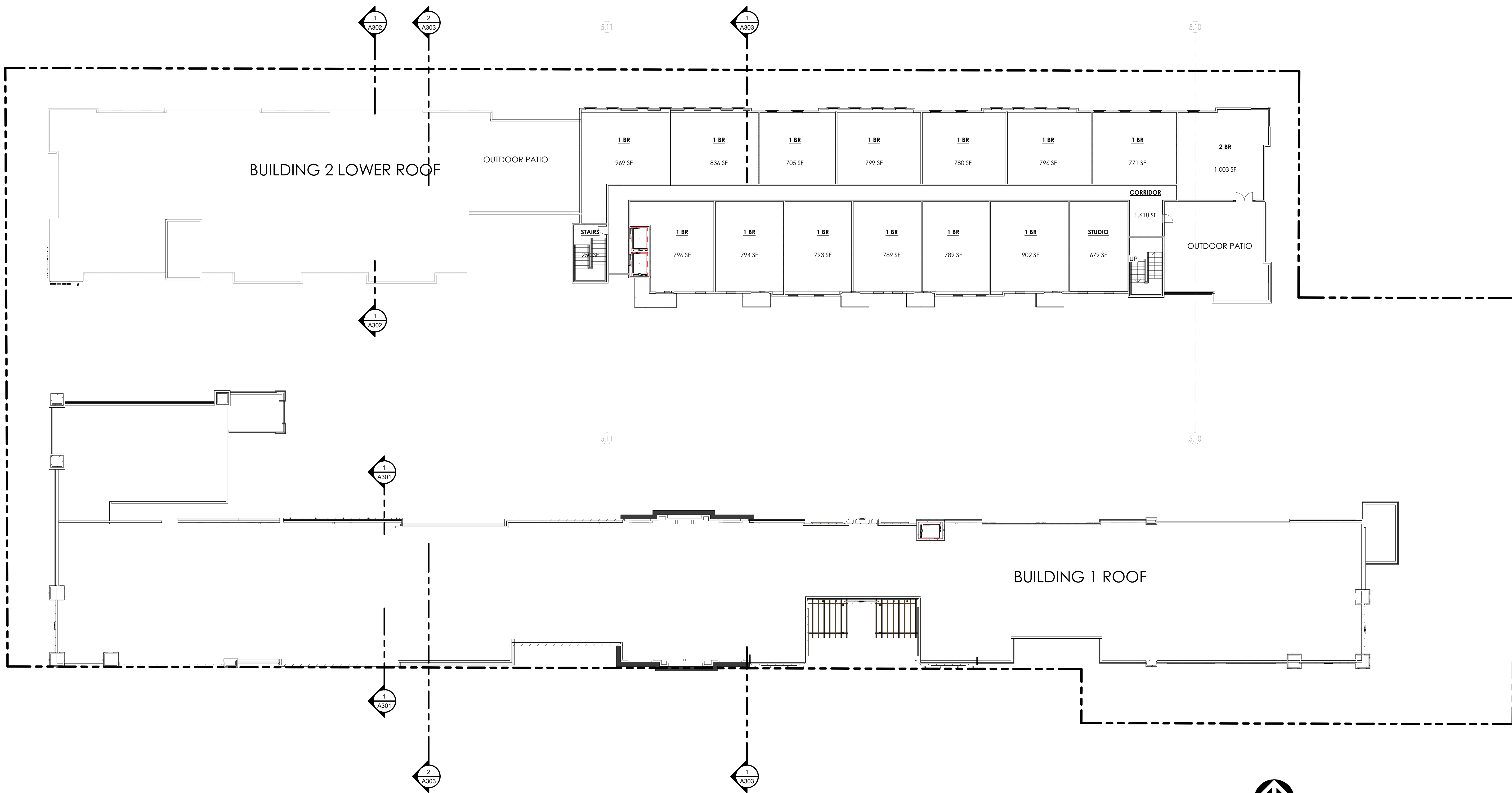


1
A105 **THIRD LEVEL FLOOR PLAN**
1/16" = 1'-0"

0 8' 16' 32'
GRAPHIC SCALE



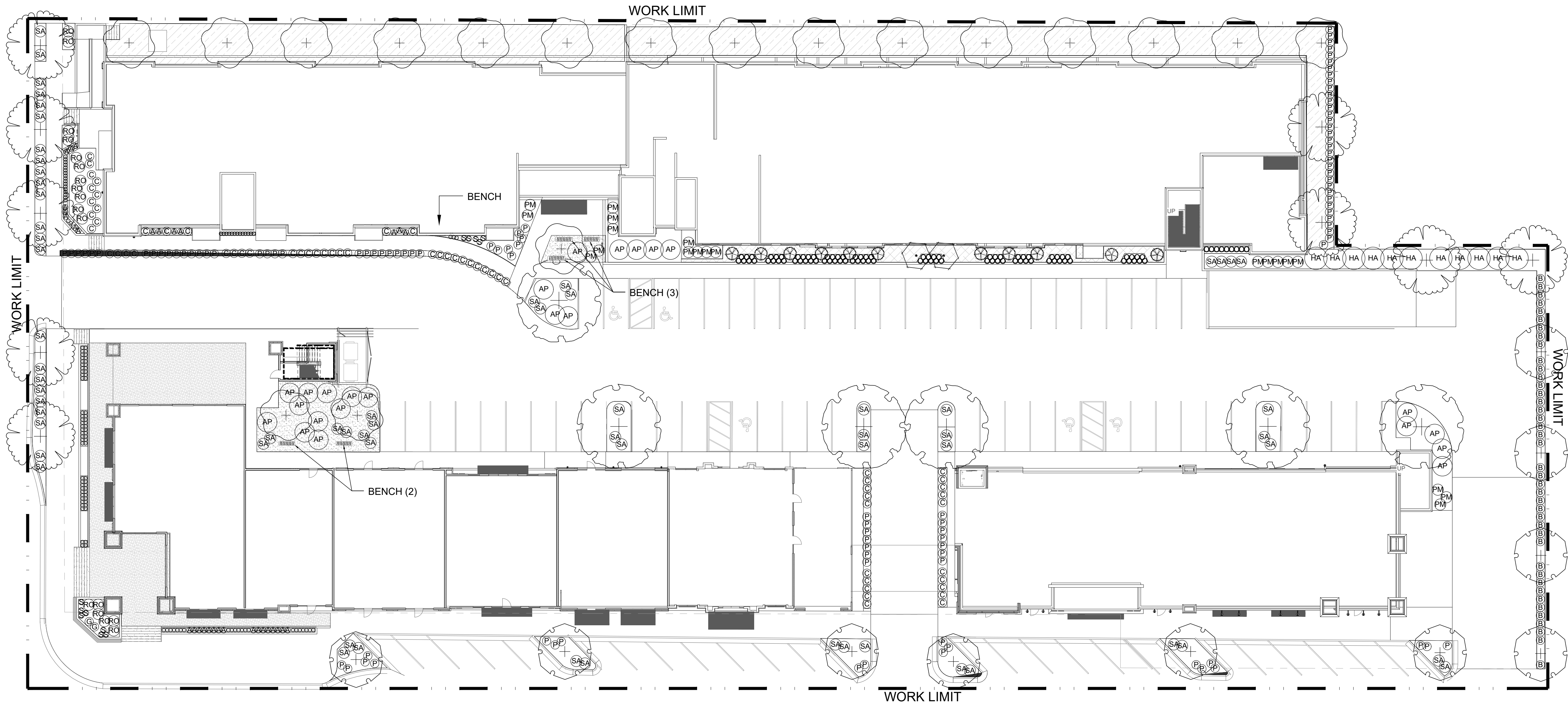
Revision Schedule	
MARK	DESCRIPTION
1	OWNER UPDATES
2	ADDITIONAL #1
3	
4	



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

0 8' 16' 32'
GRAPHIC SCALE





PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	HYDROZONE
	AG	ACER TATARICUM 'GARANN' TM	HOT WINGS TATARIAN MAPLE	2" CAL	18' X 18'	TD3
	AJ	ACER TRUNCATUM X PLATANOIDES 'JFS-KW202' TM	CRIMSON SUNSET MAPLE	2" CAL	35' X 25'	TD3
	CR	CELTIS RETICULATA	NETLEAF HACKBERRY	2" CAL	25' X 20'	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
EVERGREEN TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	HYDROZONE
	JS	JUNIPERUS CHINENSIS 'SPARTAN'	SPARTAN JUNIPER	15 GAL	15' X 5'	TE3
SHRUBS	CODE	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	HYDROZONE
	AP	ARCTOSTAPHYLOS PATULA	GREEN-LEAF MANZANITA	5 GAL	5-6' 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	CALAMAGROSTIS 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	KINKIKINNICK	1 GAL	8" X 4"	SE1
	CP	CERATOSTIGMA PLUMBAGINOIDES	PLUMBAGO	2"	6-8" X 18"	GV3

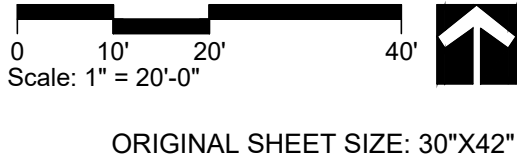
LANDSCAPE PLANTING NOTES

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.
10. COMPACTED CHAT/SAND BED IN PLAZA: PROVIDE THE FOLLOWING SAMPLES FOR REVIEW AND APPROVAL BY THE OWNER: PROVIDE STABILIZER PRODUCT INFORMATION FOR REVIEW AND APPROVAL. (1,225 SF)
 - 10.1. COMPACTED CHAT: 3/8" MINUS COMPACTED GRAVEL CHAT MATERIAL. PROVIDE SAMPLE FOR REVIEW AND APPROVAL. PROVIDE SAMPLES FOR APACHE BROWN AND WASATCH GRAY. SOURCE: STAKER PARSONS LANDSCAPE PRODUCTS 801-409-9500 (OR EQUAL)
 - 10.2. COMPACTED BASEBALL DIAMOND SAND: COLOR: PROVIDE SAMPLE FOR REVIEW AND APPROVAL. SOURCE: STAKER PARSONS LANDSCAPE PRODUCTS 801-409-9500 (OR EQUAL)

LANDSCAPE PLANTING AREAS NOTES

INTERIOR PARKING LOT AREA: 19,485 SF (5% LANDSCAPE REQ'D)
INTERIOR PARKING LOT LANDSCAPE AREA: 1,195 SF (6.0%)

NORTH BUFFER LANDSCAPING: TREES 30' SPACING/ SHRUBS 100% OF LENGTH AT 3' SPACING
NORTH BUFFER LENGTH - 456' REQ'D TREES: 15 TREES PROVIDED: 15
EAST BUFFER: LENGTH - 230' REQ'D TREES: 7 TREES PROVIDED: 9
WEST BUFFER: LENGTH - 154' REQ'D TREES: 5 TREES PROVIDED: 5



ATTACHMENT C: BUILDING ELEVATIONS



GENERAL NOTES - EXTERIOR ELEVATIONS

- FRAMER SHALL COORDINATE WITH GENERAL CONTRACTOR REGARDING ALL EXTERIOR FINISH MATERIALS AND OFFSET FACE OF EXTERIOR STUD FRAMING FROM FACE OF CONC WALL/SLAB TO ALLOW FACE OF FINISH TO BE CONTINUOUS
- ALL EXTERIOR STEEL (HANDRAILS, RAILINGS, ETC) SHALL BE PAINTED (2 COATS)
- CAULK & SEAL ALL EXTERIOR OPENINGS (DOORS, WINDOWS) JOINTS & PENETRATIONS WITH CONTINUOUS SILICONE SEALANT - SEAL ALL JOINTS AT DISSIMILAR MATERIALS
- ALL FINISHES SHALL TERMINATE IN ACCORDANCE WITH MFR. RECOMMENDATIONS AND ON AN INSIDE CORNER, TERMINATE ALL FINISHES 6" ABOVE FINISH GRADE
- FINISH COLOR AT ALL TRIM ELEMENTS SHALL MATCH ADJACENT FASCIA & SOFFIT
- FINISH MATERIALS & TRIM SHOWN AT FACE OF WALL SHALL BE ASSUMED TO WRAP CORNERS & RETURN TO ADJACENT/REAR WALL UNLESS OTHERWISE NOTED
- ALL VENTS ON EXTERIOR OF BUILDINGS SHALL BE PAINTED TO MATCH ADJACENT WALL COLOR - VERIFY COLOR W/ OWNER & ARCHITECT
- SKIM COAT VERTICAL FACE OF PT SLABS TO MATCH FINISH OF ARCHITECTURAL CONCRETE WALL BELOW

EXTERIOR NOTES

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

- SYNTHETIC WOOD SIDING
- BRICK
- HARDIE PANEL SIDING
- HIGH DENSITY POLYURETHANE FOAM BLOCK - FAUX CONCRETE FINISH
- FIBER CEMENT TRIM



2 BUILDING 1 - SOUTH ELEVATION - EAST WING

A201 1/8" = 1'-0"
GRAPHIC SCALE



3 BUILDING 1 - SOUTH ELEVATION - WEST WING

A201 1/8" = 1'-0"
GRAPHIC SCALE



1
A202
BUILDING 1 - NORTH ELEVATION
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

- SYNTHETIC WOOD SIDING
- BRICK
- HARDIE PANEL SIDING
- HIGH DENSITY POLYURETHANE FOAM BLOCK - FAUX CONCRETE FINISH
- FIBER CEMENT TRIM



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

0 4' 8' 16'
GRAPHIC SCALE

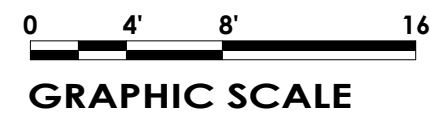


3
A202
BUILDING 1 - NORTH ELEVATION - WEST WING
1/8" = 1'-0"

0 4' 8' 16'
GRAPHIC SCALE



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



AREA OF MAIN LEVEL EXTERIOR WALL = 9001 SF
AREA OF MAIN LEVEL EXTERIOR WALL GLAZING = 468 SF (52%)



BUILDING 1 - WEST ELEVATION
2
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
MAX. HEIGHT OF INTERIOR PARKING LOT LIGHTS = 16'
 2. ALL MECHANICAL EQUIPMENT SHALL BE SCREENED FROM VIEW; MECH SCREENS MAY EXTEND 5' ABOVE ALLOWABLE BUILDING HEIGHT

- SYNTHETIC WOOD SIDING
- BRICK
- HARDIE PANEL SIDING
- HIGH DENSITY POLYURETHANE FOAM BLOCK - FAUX CONCRETE FINISH
- FIBER CEMENT TRIM

Revision Schedule	Revision Date
MARK	DESCRIPTION



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

- SYNTHETIC WOOD SIDING
- BRICK
- HARDIE PANEL SIDING
- HIGH DENSITY POLYURETHANE FOAM BLOCK - FAUX CONCRETE FINISH
- FIBER CEMENT TRIM



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

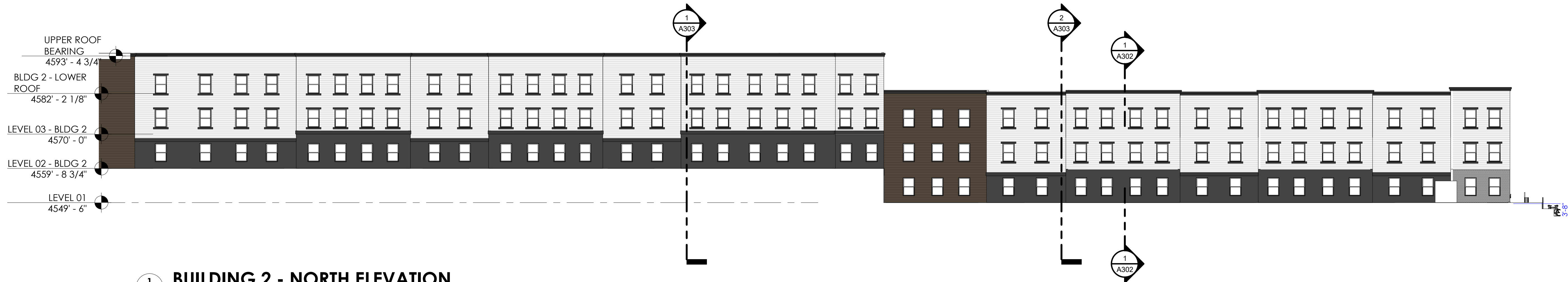
0 4' 8' 16'
GRAPHIC SCALE



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	
2021.11.16	



1
A205
BUILDING 2 - NORTH ELEVATION
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
- SYNTHETIC WOOD SIDING
- BRICK
- HARDIE PANEL SIDING
- HIGH DENSITY POLYURETHANE FOAM BLOCK - FAUX CONCRETE FINISH
- FIBER CEMENT TRIM

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

8/12/2020 2:36:11 PM

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

Revision Schedule	
MARK	DESCRIPTION
2	OWNER UPDATES
Revision Date	
2018.11.16	

AE2017.084
BUILDING 2
EXTERIOR
ELEVATION -
NORTH

DATE: 8/12/2020
2:36:11 PM

SHEET #:

A205

COPYRIGHT ©
AE URBIA, LLC.

DESIGN REVIEW RESUBMITAL 12 AUG 2020

8/12/2020 2:36:11 PM



2
A205
BUILDING 2 - NORTH ELEVATION - EAST WING
1/8" = 1'-0"




0 4' 8' 16'
GRAPHIC SCALE



3
A205
BUILDING 2 - NORTH ELEVATION - WEST WING
1/8" = 1'-0"

0 4' 8' 16'
GRAPHIC SCALE

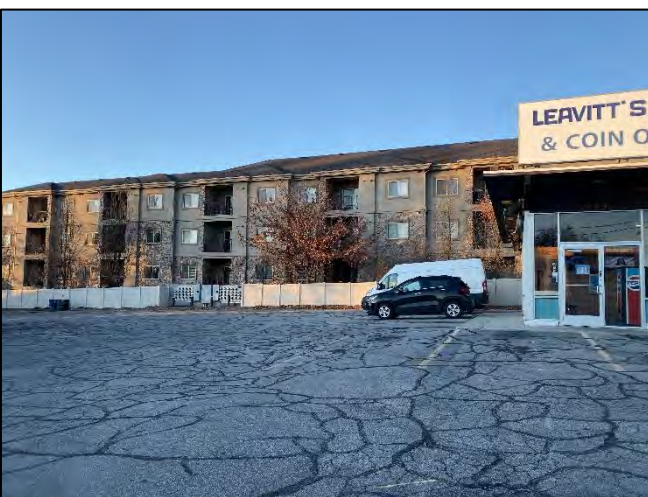


-  SYNTHETIC WOOD SIDING
 -  BRICK
 -  HARDIE PANEL SIDING

ATTACHMENT D: SITE PHOTOS

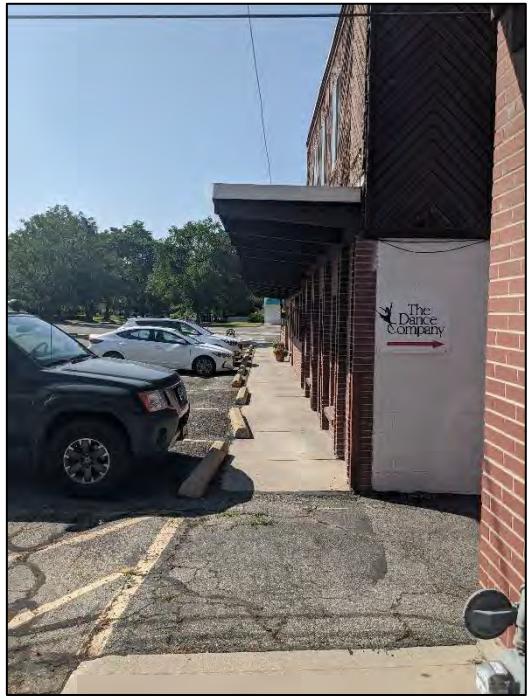


View of Site, looking at 2100 South businesses



Miscellaneous site photos





ATTACHMENT E: CB ZONING STANDARDS

CB (Community Business District)

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.

Zoning Ordinance Standards for CB zone (21A.26.030)			
Standard	Requirement	Proposed	Finding
Uses	As stipulated in section 21A.33.050	Residential apartments with retail on the ground floor.	Complies
Maximum Building Height	30'	North Building: 33' to roof deck with 2' parapet walls for a total of 35' at the highest point. Requires Special Exception approval for elevated roof deck. South Building: 30' to the roof deck with varying parapet walls and cornices up to an additional 6' . Requires Design Review approval for elevated parapet and cornices.	Requires modification. See Consideration 3 for discussion regarding the height of the south building.
Minimum Lot Area & Width	None	2.49 acres	Complies
Building Size Limits	Buildings in excess of seven thousand five hundred (7,500) gross square feet of floor area for a first floor footprint or in excess of fifteen thousand (15,000) gross square feet floor area overall, shall be allowed only through the design review process.	North Building: ~26,800 SF of first floor area South Building: Approx. ~20,000 SF of first floor area	Design Review required
Front/Corner Side Yard Setback	No minimum yard is required.	2100 East Setback: 15' 2100 South Setback: 0'	Complies
Interior Side Yard	None required.	10'	Complies
Rear Yard	10'	10'	Complies
Buffer Yards	A 7' landscape buffer is required when abutting a lot in a residential district.	Required on the north and east property lines.	Complies
Parking Setback	Surface parking is prohibited in a front or corner side yard. Surface parking lots within an interior side yard shall maintain a twenty foot (20') landscape setback from the front property line or be located behind the primary structure.	The parking structure is located underneath Building 2. Surface parking is provided between the two buildings. On-street parking is provided along 2100 South.	Complies

CB Design Standards	Ground Floor Glass: The ground floor building elevation of all new buildings facing a street, and all new ground floor additions facing a street, shall have a minimum amount of glass (40%) between three feet (3') and eight feet (8') above grade. If the ground level of the building is occupied by residential uses that face the street, in which case the specified minimum glass requirement may be reduced by 15% to 25%.	2100 East Residential: 19% 2100 East Commercial Facade: 52% 2100 South Facade: 44%	Complies
	Building Entrances: At least one operable building entrance on the ground floor is required for every street facing facade. The center of each additional entrance shall be located within six feet (6') either direction of the specified location. Each ground floor nonresidential leasable space facing a street shall have an operable entrance facing that street and a walkway to the nearest sidewalk. Corner entrances, when facing a street and located at approximately a forty five degree (45°) angle to the two (2) adjacent building facades (chamfered corner), may count as an entrance for both of the adjacent facades.	Proposal provides adequate entrances to meet the requirement.	Complies
	Maximum length of a blank wall along a street facing facade: 15'	Proposal provides adequate changes in features, materials, plane, and textures.	Complies
	Parking Lot Lighting: If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to sixteen feet (16') in height.	Parking lot lighting is proposed at no more than 16' .	Complies
	Screening of Mechanical Equipment: All mechanical equipment for a building shall be screened from public view and sited to minimize their visibility and impact.	All mechanical equipment is screened from view.	Complies

	Screening of Services Areas: Loading docks, refuse disposal, and other service activities shall be located on block interiors away from public view.	All services areas are screened from view.	Complies
	Landscape Buffer: When a 7' landscape buffer is required, shade trees shall be planted at the rate of one tree for every thirty (30) linear feet of landscape buffer.	North Property Line: 15 Required. 15 Provided. East Property line: 5 Required. 5 Provided. 75' East Property Line: 3 Required. 2 provided. 79' North Property Line: 3 Required. 3 provided.	Does not comply. A condition of approval is that the landscape plan will be updated to comply.
	Parking Lot Landscaping: Not less than five percent (5%) of the interior of a parking lot or vehicle sales or lease lots shall be devoted to landscaping.	6%	Complies
	Commercial: 3 stalls/1,000 SF Outdoor Dining: 2 stalls/1,000 SF 1 stall/studio apartment 1 stall/1 bedroom 2 stalls/2 bedroom	Applicant is proposing to utilize the shared parking allowance and on-street parking credit (21A.44.040B). Total Stall Required with Shared Parking: 184 Total Stalls Provided: 192 On-Street: 24 Surface: 56 Underground: 112	Complies. See Key Consideration 5 for details.

ATTACHMENT F: DESIGN REVIEW STANDARDS

21A.59.050: Standards for Design Review

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

Standard	Rationale	Finding
<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>As reviewed previously in this Staff Report, the proposal is consistent with the purpose statement of the zoning district as it provides a building with active uses and the proposed development is sited to encourage pedestrian activity along 2100 South. The underlying property is under-utilized and includes several commercial business, some in poor or vacant condition.</p> <p>The 21st and 21st Neighborhood Plan is implemented through the zoning regulations for the CB district and through application of the Design Review standards. These specific standards are meant to implement the broader policies located within the plan.</p> <p>The goals of the Neighborhood Plan are to:</p> <ol style="list-style-type: none"> 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. <p>The policies generally have to do with creating a strong emphasis on ensuring that development engages the street/pedestrian level. The development implements this with its architectural material treatments and fenestration details that engage the pedestrian and provide visual interest. It also includes a mix of uses with commercial and residential within the same site.</p>	<p>Complies</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). 	<p>A concern of Planning Staff's is that by providing entrance doors on both sides of the retail spaces, they may default to having the primary opening internal to the site. The development has attempted to mitigate the concern by providing more interesting ground floor street facing façade</p>	<p>Complies with conditions.</p>

<p>2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood.</p> <p>3. Parking shall be located within, behind, or to the side of buildings.</p>	<p>designs. A recommended condition of approval is that the retail entrances on 2100 South shall remain open during business hours to avoid the situation described above.</p> <p>The South building along 2100 South and 2100 East is sited close to the sidewalk, similar to the many of the existing businesses on site now. Buildings sited close to the sidewalk are generally the desired development pattern as it allows greater interest to the pedestrian. The North building is setback from the sidewalk to accommodate a UTA bus stop and ADA access into the residential building. The setback matches the adjacent condominium building to the north.</p> <p>The parking is located internal to the site, as well as in an underground parking garage. While street parking is provided, that parking could change in the future at the discretion of Salt Lake City.</p>	
<p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p> <p>1. Locate active ground floor uses at or near the public sidewalk.</p> <p>2. Maximize transparency of ground floor facades.</p> <p>3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions.</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>The ground floor glass of the buildings meets the glass requirements in the Design Standards Section 21A.37.060 of Salt Lake City Zoning Code. Additionally, the placement and size of windows are sufficient to activate the street along 2100 South and 2100 East. The amount of fenestration provides sufficient visual interest from the street with the use of detailing at storefront transition, awnings, and window transitions at a more human scale, this allows for a greater degree of interaction and interest from the street.</p> <p>Outdoor dining and plazas bookend the South building. Additionally, one outdoor dining area is provided beneath the bridge into the site.</p>	Complies
<p>D. Large building masses shall be divided into heights and sizes that relate to human scale.</p> <p>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.</p> <p>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.</p>	<p>As reviewed in Key Consideration 2, the proposed building mass triggers additional compatibility standards of the CB zone. As reviewed, the buildings provide modulation and visual interest through material changes, varying heights, and architectural styles to meet this objective.</p> <p>Specifically, on the South building, the pattern of storefront windows and doors, material and color changes, and varied heights break up the scale of the building. Recessed balconies have also been included along the street frontage to reduce the visual weight of the structure and provide visual interest. The bridge with the recessed balcony also gives the appearance of two smaller buildings.</p>	Complies

<p>3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals.</p> <p>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>	<p>The north building façade is primarily oriented internal to the site, with two distinct wings of the buildings to give the appearance of two separate buildings. The building also includes secondary elements, such as balconies, and varied setbacks in the façade to break up the mass of the building.</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 façade); 2. Material changes; and 3. Massing changes. 	<p>The Twenty Ones will meet all three of these requirements. The buildings include material changes to break up large spans visually. The storefronts include a variation in material and color. This helps the buildings read as smaller more modulated building spaces. Massing changes are created through the changes in materials, colors, and by varying the height.</p>	Complies
<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. Other amenities not listed above that provide a public benefit. 	<p>This subsection of the chapter does not apply.</p>	N/A
<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. 	<p>The Twenty Ones requests modification from the maximum building height of the CB zone to provides detailed and varying cornices and rooflines which provides articulation between the individual storefronts. The varying heights and balconies will mimic a shorter façade length and alter the perception of the building size by creating voids in the upper stories of the structure.</p>	Complies

<p>b. For buildings more than three 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> <p>2. Negative impacts:</p> <p>a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors.</p> <p>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.</p> <p>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> <p>3. Cornices and rooflines:</p> <p>a. Shape and define rooflines to be cohesive with the building's overall form and composition.</p> <p>b. Include roof forms that complement the rooflines of surrounding buildings.</p> <p>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>		
<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>Parking is provided internal to the site, as well as in an underground parking garage. The applicant is also proposing to utilize street parking along 2100 South. The proposed parking should not negatively impact pedestrians and cyclists in the public right-of-way. The majority of the building entrances are geared toward the pedestrian and a single ingress and egress access for vehicles using the parking garage will be provided to minimize conflicts. Additionally, the parking garage entrance location is intended to encourage egress and ingress onto 2100 South rather than 2100 East.</p> <p>The Sugar House Community Council, as well as public comments, have noted concerns over the amount of proposed parking. As discussed in Key</p>	<p>Complies</p>

	Consideration 5, the proposed parking meets the necessary parking standards.	
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.	The proposed development does not include exterior loading docks. All waste and recycling containers will be screened from view of neighboring sites and the street. Waste and recycling areas are located internal to the property and will be screened with a fence.	Complies
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.	Conceptual signage at the pedestrian level is shown on the elevations and renderings. Pedestrian oriented signage as conceptually shown on the plans will need to be installed to comply with this standard and is a condition of approval.	Complies, with condition that pedestrian oriented signage is installed.
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.	<p>The lighting on the building will be placed at a human scale and will be directed toward the pedestrian and toward architectural elements on the building. Lighting along the public sidewalk is sufficient to support pedestrian comfort and safety.</p> <p>New development is required to upgrade associated right of way elements, including street lighting. The development will need to install new street lighting in conformance with the Salt Lake City Lighting Master Plan. Installation of the required street lighting is a condition of approval and will be ensured during the building permit phase. Specific spacing of the street lighting will be determined by the Public Utilities department during their review of the building permit plans.</p>	Complies, with condition that any required new street lighting is shown on building permit plans and installed.
L. Streetscape improvements shall be provided as follows: 1. One street tree chosen from the street tree list consistent with the city's urban	Presently the subject site is home to several commercial properties, some vacant, and some in poor condition. While the proposal does not include a sufficient number of street trees to meet the landscaping standards in the CB zoning district (1 tree provided for every 30' of property frontage	Complies

<p>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.</p> <p>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:</p> <ul 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). 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. 	<p>on a street), we can only require what the site will accommodate. The CB zone does not require setbacks to create front yard areas, and the established sidewalk and angled parking also limit the available space for park strip trees. However, staff is recommending a condition that the applicant work with city staff to install as many street trees as possible.</p> <p>Any street tree removal is required by City ordinance to be reviewed and approved by the City Urban Forester and would require tree replacement and/or paying into a City tree fund.</p> <p>The materials proposed as hardscape and as part of the building veneer are considered durable and should withstand Salt Lake City's climate. Final landscape/hardscape details, including specific species of plants will be reviewed by Planning staff during the building permits phase to ensure compliance with the Design Review standards.</p>	
--	--	--

ATTACHMENT G: SPECIAL EXCEPTION STANDARDS

21a.52.060: General Standards and Considerations for Special Exceptions:
No application for a Special Exception shall be approved unless the planning commission or the planning director determines that the proposed Special Exception is appropriate in the location proposed based upon its consideration of the general standards set forth below and, where applicable, the specific conditions for certain Special Exceptions.

The required special exception is for 3' of additional height on the North Building. Specifically, the proposal brings the roof deck to 33' with 2' parapet walls, for a total of 35'.

Criteria	Finding	Rationale
A. Compliance with Zoning Ordinance and District Purposes: The proposed use and development will be in harmony with the general and specific purposes for which this title was enacted and for which the regulations of the district were established.	Complies	<p>The CB Community Business District is intended to provide for the close integration of moderately sized commercial areas with adjacent residential neighborhoods.</p> <p>The proposed use of the development is residential apartments with ground floor commercial. The proposed uses are inline with the expected uses outlined in related master plans and the purpose of the CB zone. The uses are compatible with the surrounding development, which is one of small scale commercial and residential.</p> <p>The allowance of bringing the roof deck up to 33', while still keeping the total height of the parapet walls to 35' provides more desirable living spaces for tenants, while meeting the goal of providing residential adjacent to commercial development.</p>
B. No Substantial Impairment of Property Value: The proposed use and development will not substantially diminish or impair the value of the property within the neighborhood in which it is located.	Complies	<p>The proposed additional height to the North Building will visually look the same as if no additional height is granted. There is no evidence that granting additional height for the roof deck will have a substantial impact on property values.</p>
C. No Undue Adverse Impact: The proposed use and development will not have a material adverse effect upon the character of the area or the public health, safety and general welfare.	Complies	<p>The proposed additional height will not have a material adverse effect upon the character of the area, because the change will largely not be readily visible to the surrounding properties.</p>

D. Compatible with Surrounding Development: The proposed Special Exception will be constructed, arranged and operated so as to be compatible with the use and development of neighboring property in accordance with the applicable district regulations.	Complies	The proposal is compatible with surrounding uses and development on neighboring properties. The condominium complex to the north of the site is 35' with a similar step in the building height to accommodate the slope of the site.
E. No Destruction of Significant Features: The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic features of significant importance.	Complies	The proposed additional height will not result in the destruction of a significant natural, scenic or historic feature.
F. No Material Pollution of Environment: The proposed use and development will not cause material air, water, soil or noise pollution or other types of pollution.	Complies	There is no evidence that the proposed additional height will result in any material pollution.
G. Compliance with Standards: The proposed use and development complies with all additional standards imposed on it pursuant to this chapter.	Complies	The proposal complies with the additional standards of the CB zone, Design Standards, and Design Review criteria.

ATTACHMENT H: DEPARTMENT COMMENTS

Planning: (Krissy Gilmore, Kristina.gimore@slcgov.com)

- Applicant will need to submit for a Lot Consolidation before building permits can be approved.

Transportation: (Michael Barry, michael.barry@slcgov.com)

The existing angle parking on 2100 S has an island with a Reduced Speed School Zone flasher which needs to be preserved; the proposed angle parking eliminates the island. Also, the angle parking has many stalls in a row which is more than transportation is comfortable with; an island would be beneficial to provide for signage and/or landscaping.

Building Review: (Steven Collett, steven.collett@slcgov.com)

- The type of construction per IBC Chapter 6 will dictate the allowable heights, areas, and occupancies limitations per IBC Chapter 5.
- Fire protection and life safety systems per IBC & IFC Chapter 9
- Means of egress design per IBC Chapter 10
- Provisions of IBC Section 420 as applicable

Engineering Review: (Scott Weiler, scott.weiler@slcgov.com)

The perpetuation of cut-back parking needs further review by UF and SLC Planning. Before construction of anything in the public way of 2100 South or 2100 East, a detailed plan review must occur with SLC Engineering prior to issuing a Permit to Work in the Public Way.

Public Utilities Review: (Jason Draper, Jason.draper@slcgov.com)

Public Utilities Development Permit is required. Submit plans through the building permit process for utilities review. All improvements must meet SLCDPU standards, ordinances, policies and practices.

Zoning Review: (Alan Michelson, alan.michelson@slcgov.com)

Attached as a separate document.

Fire Review: (Ted Itchon, ted.itchon@slcgov.com)

- Fire department access roads shall be a minimum of 26 foot clear width and 13 foot 6 inches clear height for which measured from the lowest fire department access road to the highest occupied floor is 30 foot and greater.
- Aerial apparatus access roads shall be located within a minimum of 15 feet and a maximum of 30 feet from the building, and shall be positioned parallel to one entire side of the building(s).
- Fire hydrants shall be within 400 feet of all exterior walls of the structure.
- Fire Department access roads that are dead ends greater than 150 feet shall be provide with a turn-around.
- The turning radius of fire department access roads are 45 foot outside and 20 foot inside.

- Fire department access roads are measured from the inside edge of the waterway of the curb and gutter to the inside edge of the curb and gutter.
- Fire Department Connection(s) FDC shall be located on the address side of the structure.
- Fire Department Connections(s) FDC shall be within 100 feet of a fire hydrant.

Urban Forestry: (*Cory Davis*, cory.davis@slcgov.com)

Tree planting in accordance with the Zoning standards is expected unless there is something that would otherwise prohibit tree planting- **signage, infrastructure, proximity issues**. I've attached all of our relevant plan review documents which the applicant will need to incorporate into their design as required.

PLANNING REVIEW COMMENTS

Petition Number: PLNPCM2019-01170
Project Name: Twenty Ones
Project Address: 2029 South 2100 East
Planner: Kristina Gilmore

Date: January 28, 2020
Zoning: C-B
Overlay District:
Zoning Reviewer: Alan Michelsen

ZONING REVIEW COMMENTS

- 1) This proposal is for two buildings on one lot. Both building exceed the maximum 7,500 square feet footprint, the maximum 15,000 square feet of gross floor area—and the 15 feet maximum setback for 75% of the façade on building 1 has not been met along the 2100 South street frontage. Approval is through the Design Review Process pursuant to 21A.26.030.E.
- 2) Both proposed buildings exceed the maximum 30 feet building height requirement. Also, the existing parcel is noncomplying regarding parking in the corner-side setback. These issues will need to be resolved by redesign, street dedication, planned development review pursuant to 21A.26.030.C, or some other approval method.
- 3) A separate demolition permit will be required for the buildings on each separate parcel.
- 4) A subdivision application is required to for lot consolidation and consider how the cut in parking that encroaches into the corner-side yard will be resolved.
- 5) An address certificate is required prior to logging in plans for the building permit. The address on the plans and other submittal documents shall match the certified address. For information on obtaining a certificate of address contact SLC Engineering, 349 South 200 East, Suite 100 (801-535-7248).
- 6) See chapter 21A.37 for C-B zoning district design standards.
- 7) Public way dedication and public way encroachments such as awnings, signage, door swing, etc., will need to be reviewed with the SLC Real Estate Services Division. Contact them at (801) 535-7133 for information on revocable permits, lease agreements, and street dedication.
- 8) Provide dimensions for site distance triangles at driveways and intersections as per 21A.62.050-Illustration I.
- 9) As per Table 21A.36.020.B the dumpster and recycling collection station shall be screened as per 21A.48.120 and 21A.36.250.J.
- 10) In order to verify compliance with the parking requirements the minimum required parking calculations shall be broken down separately for each building, with commercial square footage totals for each building broken down by principle land uses and parking for dwelling units counted as per table 21A.44.030.G.2. Please address the following:
 - Documents the minimum required parking. See Zoning Ordinance Table 21A.44.030.G.1 for commercial parking minimums based on principle use and see Table 21A.44.030.G.2, for the residential parking minimum based on one parking stall per dwelling unit.

- Document the maximum parking provided, not to exceed 125% of the minimum required parking based on table 21A.44.030.H.1 for commercial and multi-family residential uses.
 - Document any transportation demand management strategies for exceeding the maximum or reducing the minimum as per 21A.44.050.C.
 - Document the required and provided number of accessible parking stalls as per 21A.44.020.D.
 - Document the required and provided number of bicycles stalls as per 21A.44.050.B.3 and show the location of bicycle racks as per 21A.44.050.B.4.
 - Document the required and provided number of electric vehicle parking stalls as per 21A.44.050.B.2. and show the location of electric vehicle parking stalls.
 - Document the total provided stalls (off-street and on-street) and please be advised that credit for the total number of on-street parking stalls is subject to approval by the SLC Transportation Division.
 - Document the required number of loading berths as per 21A.44.080 (if applicable).
 - See section 21A.40.065 for outdoor dining provisions and document required parking for outdoor dining if outdoor dining area exceeds 500 square feet.
- 11) The landscape plan will require the following corrections and/or additional information:
- The location, quantity, size, and name (both botanical and common) of all proposed trees and plants.
 - Parking strip and front/corner side yard landscaping along all street frontages as per 21A.48.060 and 21A.48.090.
 - Interior parking lot landscaping as per 21A.48.070.B, with calculations for the total square feet area of interior parking lot landscaping required/provided based on 5% of the parking lot and total number of interior parking lot trees required/provided based on one tree per 120 sq. ft.
 - **Landscape buffers as per 21A.48.080.A, including along the S 89° 51' 38" E 75 feet** property line which will also require removal of the proposed sidewalk.
 - Landscape summary data with calculations show compliance with each of the items above.
 - A water efficient irrigation plan with plants grouped by hydro-zones as outlined in 21A.48.055.D and using *Salt Lake City Landscape BMP's for Water Resource Efficiency and Protection*.

ATTACHMENT I: PUBLIC PROCESS AND COMMENTS

Public Notice, Meetings, Comments

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

PUBLIC PROCESS AND INPUT

Timeline

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**

The Sugar House Community Council has provided the letter attached on the following page that details their thoughts on the proposed development. The document also includes individual comments on the development collected from Sugar House Community Council members by the Community Council. All the comments are generally against the proposal.

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

Planning Commission Work Session was held on July 8th

Notice of the public hearing for the proposal included:

- **Public hearing notice mailed on August 28, 2020**
- **Public notice posted on City and State websites and Planning Division list serve on August 28, 2020**
- **Public hearing notice sign posted on the property August 28, 2020**

July 2, 2020



TO: Salt Lake City Planning Commission

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

RE: Second Version of Letter Concerning PLNPC-2019-01170 The Twenty Ones 2029 South 2100 East

I have included the first letter I wrote to you about this project, which is dated April 1, 2020, along with the fifty comments I received. I put the revised plans on our website, and have included links to it in our June and July SHCC newsletters, which has a reach of about 1800 people. It has also gone out to my land use committee which is about 75 people and the SHCC Trustees. I have received ONE written comment. People may be just tired of talking about this, it has been going on since 2014.

The developer summarized the changes made:

- Due to the purchase of The Blue Plate, they are able to create an extremely wide and safe sidewalk, especially at the corner that wraps the project perimeter at the south and west. The sidewalk, at its narrowest, is 7' wide. At its widest, it is 18' wide.
- The corner design includes a covered, inverted corner, giving even more space to the crucial NE corner location on 21st and 21st. This will allow for increased safety, gathering areas, and add visual interest.
- The underground parking has been increased by 39 spaces. This gives each unit one space in the underground garage. This opens up space in the surface parking in the rear.
- The entrance and exit ramp of the underground parking faces east and is at the end of the project. (I think it faces south onto 2100 south). This directs traffic to that end of the project and will hopefully encourage residents to exit the property onto 21st South, and make it difficult and much less practical to exit the property onto 21st East (how it does that is not at all clear). This is to try to address one of the main areas of concern where pedestrian conflicts occur with school walking traffic.

We don't see any bike racks, which should be included for the tenants but also plenty should be in front of the restaurants to compensate for no available parking. We don't see evidence of outside tables for ice cream or restaurants, except for the corner. Even though they would have to be leased from the city, they should be sketched in to show intent to recruit that sort of retail. It may be that the sidewalks on the south are not wide enough to allow foot traffic, trees, and outdoor dining on that side, which will be a real shame. The city outdoor dining regulations will specify what that is. The Sugar House Master Plan (SHMP) calls for 10' sidewalks and for brand new construction, it would be a shame to not provide that. This project does not appear to meet the goals of activating the street, as described in the SHMP. Just looks like a blank skinny sidewalk.

It is a good thing that 39 additional parking stalls are now provided, but I don't see any compensation for residents who have two cars, I'm sure this neighborhood won't appreciate parking up and down in front of their homes. I can't imagine the initial application was for 38 parking spaces, I don't see any transit except for one bus on that corner. Someone working downtown might have a hard time without a car. With 108 units (one space per unit) and 56 spaces left for the 21,000 square feet of retail (does that count the spaces on the street or not?), that doesn't leave any space for employees to park. If you read the comments, there is already a problem with overflow parking from the building on the north taking up any available street parking along 2100 East and the side streets. Why compound the problem?

If you read the many comments received for the first proposal by this developer, you will see that the neighborhood pretty much everyone opposes that many units on the corner. So they were rewarded with an additional 10 units. That increases the traffic. The developer did, however, orient the entrance and exit ramp of the underground parking

SHCC Letter to PC#2 re TwentyOnes www.sugarhousecouncil.org Page 1 of 2

structure to face east and placed it at the east end of the project. This hopefully will encourage the cars to use that exit instead of the one on 2100 East. Time will tell. Conflict with the cars and children going to school is a major concern of this neighborhood.

We are not sure what the additional 3' of height on the north building accomplishes. The neighbors in the building on the north have specifically asked that their site lines be retained. Please check this out before you give blanket approval for the extra height.

The design of the building has nothing special to recommend it. This would be an opportunity to set the standard for development at the east end of 2100 South, but this building is not a great example. Each store looks the same. They need to change up the trim or colors or something to make it interesting. If this is supposed to be walkable, I don't see much that would make me want to walk by these stores. I don't see much in the way of landscaping, something to buffer the cold façade, and cool the air in front of the stores. What about including some trees in the interior parking lot. This would provide shade, not just for the parking lot, but the apartments that face that parking lot.

I ask you to reread the comments I sent you in April (attached) and tell me if this does much to address the issues raised by the community before you approve this project.

Attachments:

- SHCC Letter to PC #2 re TwentyOnes
- Comments for TwentyOnes Revised Plans
- SHCC Letter to PC re TwentyOnes
- Comments about the TwentyOnes

COMMENTS THE TWENTYONES – TAKE TWO

Thank you for this info...I'm thankful for possibly getting a more attractive block, after living in the neighborhood for 26 years, and seeing such a strange combination of old, oddly placed, beat up buildings. Of course, I have fears of the traffic/parking problems and more foot traffic in our very quiet and private neighborhood. I live mid block just south of 2100 South on 2200 East. I do wonder about the increased noise levels from traffic and people. I so hope this will be a good thing, as us old timers really love our neighborhood. I really think 99 apartments is way too many but I'm guessing money is always the bottom line in these things. Thank you for getting back to me, and thank you for your thoughtful study of this project. Daphne Bruner

April 1, 2020

TO: Salt Lake City Planning Commission



FROM: Judi Short, Vice Chari 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.

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

Jana Proctor wordpress@www.sugarhousecouncil.org via sendgrid.net, Feb 10, 3:54 PM (1 day ago)
to me

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.

o me

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.

Katie

Huffaker wordpress@www.sugarhousecouncil.org via s
endgrid.net

to me

Feb 10, 2020, 4:39 PM (1
day ago)

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.

to me

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 than there already is to our neighborhood. 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.

Jill
Anderson wordpress@www.sugarhousecouncil.org [via](#)
[sendgrid.net](#)
to me

Feb 11, 2020, 2:13 PM (21
hours ago)

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.

Ashlee
Buchholz wordpress@www.sugarhousecouncil.org [via](#) [sendgrid.net](#)
to me

Tue, Feb 11, 6:09 PM (17 hours ago)

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.

Brittany
Barth wordpress@www.sugarhousecouncil.org [via](#) [sendgrid.net](#)
to me

Tue, Feb 11, 6:12 PM (17 hours ago)

From: Brittany Barth <[REDACTED]>
Subject: Twenty Ones Feedback

Hello, I live on Preston street. Just down from this proposed project. I am in support of it being redeveloped but adding that many apartments And without adequate parking, isn't going to be good for the community. The elementary school, Dilworth, is just down the street. The area is already a busy place for our kids to walk home from school. We only have one cross walk guard. This proposed plan will put young children in danger. Please consider lowering the amount of apartments going in, paying for another cross walk guard and adding more parking.

Thank you,

Brittany

Holly
Schelin wordpress@www.sugarhousecouncil.org [via](#) [sendgrid.net](#)
to me

Tue, Feb 11, 6:17 PM (17 hours ago)

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!

Michelle

Tue, Feb 11, 7:15 PM (16 hours ago)

Gurr wordpress@www.sugarhousecouncil.org via sendgrid.net

to me

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.

Dr. Jonathan

Feb 11, 2020, 8:09 PM (15 hours ago)

Wrathall wordpress@www.sugarhousecouncil.org via sendgrid.net

to me

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.

Brenda
Sherwood wordpress@www.sugarhousecouncil.org [via](#)
[sendgrid.net](#)
to me

Feb 11, 2020, 8:46 PM (14
hours ago)

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!

Nancy
Limburg wordpress@www.sugarhousecouncil.org [via](#) [sendgrid.net](#)
to me

Tue, Feb 11, 8:55 PM (14
hours ago)

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

Jessica
Ott wordpress@www.sugarhousecouncil.org [via](#) [sendgrid.net](#)
to me

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

Julie and Kyle
Enslin wordpress@www.sugarhousecouncil.org [via sendgrid.net](#)
to me

Feb 10, 2020, 11:03 AM (2 days ago)

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?

ugarhousecouncil.org [via sendgrid.net](#)
to me

Mon, Feb 10, 11:13 AM (2 days ago)

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

Angie

**Parkin wordpress@www.sugarhousecouncil.org via sen
dgrid.net**

to me

Feb 10, 2020, 1:12 PM (2 days
ago)

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.

Gretchen

**Petty wordpress@www.sugarhousecouncil.org via sen
dgrid.net**

to me

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

From: Gretchen Petty <[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.

faker wordpress@www.sugarhousecouncil.org via sendgrid.net Feb 10, 2020, 7:58 PM (2 days ago)

to me

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

David
Chatwin wordpress@www.sugarhousecouncil.org via sendgrid.net
to me

Feb 10, 2020, 8:27 PM (2 days ago)

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.

www.sugarhousecouncil.org via sendgrid.net

Mon, Feb 10, 7:38 PM (2 days ago)

to me

Catherine

Garff wordpress@www.sugarhousecouncil.org via send
grid.net

to me

Feb 10, 2020, 10:36 PM (2 days
ago)

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 !!!!!

Trevor wordpress@www.sugarhousecouncil.org via sendgrid.net 8:09 AM (8 hours ago)

to me

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.

Philip C Pugsley and Margaret W.

Pugsley wordpress@www.sugarhousecouncil.org via sendgrid.net

to me

8:17 AM (8 hours ago)

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.

Amy Rigby wordpress@www.sugarhousecouncil.org via sendgrid.net

to me

8:40 AM (8 hours ago)

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.

Alicia

Richardson wordpress@www.sugarhousecouncil.org via sendgrid.net

to me

8:54 AM (7 hours ago)

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!

Logan

9:02 AM (7 hours ago)

Cannon wordpress@www.sugarhousecouncil.org [via sendgrid.net](#)

to me

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.

[gmail.com](#)>

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.

rdpress@www.sugarhousecouncil.org via sendgrid.net

9:34 AM (7 hours ago)

to me

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.

Kathryn Van

9:40 AM (7 hours ago)

Wagoner wordpress@www.sugarhousecouncil.org [via](#) [sendgrid.net](#)

to me

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..

Sandra

9:43 AM (7 hours ago)

Marsh wordpress@www.sugarhousecouncil.org [via](#) [sendgrid.net](#)

to me

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

Becky

10:29 AM (6 hours ago)

Burbidge wordpress@www.sugarhousecouncil.org [via](#) [sendgrid.net](#)

to me

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.

Annie

10:34 AM (6 hours ago)

Lindsley wordpress@www.sugarhousecouncil.org [via](#) [sendgrid.net](#)

to me

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.

Angie

Wed, Feb 12, 11:54 AM (4 days ago)

Boren wordpress@www.sugarhousecouncil.org [via](#) [sendgrid.net](#)

to me

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!!!

Jacob

Webber wordpress@www.sugarhousecouncil.org [via sendgrid.net](#)

to me

Wed, Feb 12, 12:07 PM (4 days ago)

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.

Nancy

Warr wordpress@www.sugarhousecouncil.org [via send](#)

Wed, Feb 12, 12:09 PM (4 days ago)

grid.net

to me

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
Phone: 801-870-9718

Laurie
Cannob wordpress@www.sugarhousecouncil.org **via se**
ndgrid.net
to me

Wed, Feb 12, 12:54 PM (4
days ago)

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!

Mark
McDonald wordpress@www.sugarhousecouncil.org **via s**
endgrid.net
to me

Thu, Feb 13, 12:42 PM (3
days ago)

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.

Kent

**Cannon wordpress@www.sugarhousecouncil.org via sen
dgrid.net**

to me

Sun, Feb 16, 6:41 PM (5 days ago)

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

I am a longtime resident of the neighborhood residing at 2300 Oneida Street. We are grateful for an effort to redevelop this corner of 21st East and 21st South. An update is seriously needed. We also appreciate the developer limiting the height to 2-3 stories and attempting to create something consistent with the surrounding neighborhood.

I do have two concerns:

1. We need to make certain that the construction is done in such a way to protect the safety of many children who use 21st East to walk to Dillworth Elementary from this neighborhood. Parking entrances and exits need to be designed to protect their safety.
2. While it appears that the proposed parking may meet the city required amounts - overall it appears to be totally inadequate. Since mass transit is limited in this area and most will use easy freeway access to commute to work, we can expect many two vehicle drivers per bedroom unit which is well in excess of the planned one per bedroom. In addition, the inadequate retail parking will put many cars on the street and increase the parking in the adjoining neighborhoods. We respectfully request the the required parking be increased significantly.

Thank you for considering this request.

Karie

**Klarich wordpress@www.sugarhousecouncil.org via sen
dgrid.net**

to me

Sat, Feb 15, 4:14 PM (6 days ago)

From: Karie Klarich <[REDACTED]>
Subject: Twenty Ones Feedback

I am not favor of the development! This is a very busy intersection as it is. The area can not handle high volume housing. The proposed development is too commercialized and does not fit in with Sugarhouse values!

Brandon Hill brandon.douglas.hill@gmail.com

f I recall correctly they wanted most of the commercial spaces to be restaurants, which will have a huge footprint in terms of number of employees. There is not enough parking provided.

Sue Watson -

TwentyOnes: proposed construction will be an improvement to existing dilapidated and unused structures. I am not a fan of the architecture of the planned building; think it looks dated. My biggest concern is related to parking because it appears that the Blue Plate currently uses the existing empty lot for their business parking and I strongly feel that On-street parking should not be considered into the plan as parking spots for businesses of residents. My second concern is with the approval for changes to height restrictions; seems like all projects requesting review have some type of exception request.

Regarding the TwentyOnes:

My only consideration is that the north building not block the sun from the existing condos to the north. I can't tell from the plans how close the buildings are, and I'm not in SLC so I can't run down there are look at it. If there is adequate space between the buildings so that the existing condos are not just looking straight across at another building and still have adequate light between the buildings, I'm find with the plans. It will definitely be a big improvement over what's there now. I'm glad to see this project moving forward. Jan Brittain

Thea

Thu, Mar 26, 1:53 PM (10 days ago)

Brannon wordpress@www.sugarhousecouncil.org **via** sendgrid.net

to me

From: Thea Brannon <[REDACTED]>
Subject: Twenty Ones Feedback

It is definitely excellent that they have provided for underground parking--whether it is enough is questionable. There is little other place to park close to there on the busy streets.

I wish they could have designed it in order to leave the big trees that are there, but the plan eliminates them for the driveway. Not good. They will provide a few puny little trees and call it good. WE NEED TO HAVE REGULATIONS PROTECTING ALL MATURE TREES unless there's an extremely good reason (and a variance given).! What was perpetrated at the Traces site on 11th East, taking down the beautiful huge trees on the corner is a tragedy and should never have been allowed. They could have spared those at least! The Planning Commission ought to take a lead on this!

From: Stephen Dibble <[REDACTED]>
Subject: 21sts project
Date: March 2, 2020 at 7:34:21 PM MST
To: Kristina.Gilmore@slcgov.com

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
[REDACTED]

Bob Busico wordpress@www.sugarhousecouncil.org via sendgrid.net Mon, Mar 26, 8:38 AM (10 days ago)

to me

From: Bob Busico <[REDACTED]>
Subject: Twenty Ones Feedback

A huge concern is traffic and congestion. The roads will not be wider but traffic will definitely increase.
How will you address that problem??

Ken
Wheadon wordpress@www.sugarhousecouncil.org via sendgrid.net Mon, Mar 30, 5:05 PM (7 days ago)
to me

From: Ken Wheadon [REDACTED]
Subject: Twenty Ones Feedback

It is sad that the designers cannot think of creating a unique facade treatment instead of tired budget driven seen everywhere in the valley look. There is nothing appealing in the treatment. It has been since before, it is just a repeat of ordinary and beige. Create a neighbor feel not copy.

Eric Kraan <[REDACTED]>

Sat, Mar 7, 12:33 PM

to minnesotaute76@gmail.com, me, kocherwill@gmail.com, amy.fowler@slcgov.com, charlie.luke@slgov.com, CIUDistrict7@slcgov.com, ldmigliaccio@gmail.com

Dear Sugar House Community Council,

I am the owner of a small business south of the intersection in question. I commute from outside city boundaries, and I am always in a constant state of amazement at the changes this part of our community has undergone in the almost 10 years I have operated in Sugar House.

I am always reminded at the council's mission to "involve citizens in identifying issues, plans, and projects that enhance the beauty, safety, vibrancy, and human-scale character of Sugar House..." when I drive, walk, bike, skate, from my shop to destination in and around the intersection of 2100s. and Highland dr. I cannot help but think that this is absolutely out of place. Cars are on top of each other, people are crossing the streets at mid-block, there is no space for cyclists to safely navigate this area, and most of the sidewalks are in such state of disrepair that even walking can be tricky. I know it is a place in flux, changes always bring a period of adaptation and can be hard for people to adapt. But are we actually planning on doing something about this area? this is the heart of the community, it should be a focal point for people to gather, live, and for commerce to flourish; a place that invites people to have a pleasant stay, rather than frustrated, concerned for safety, and willing to flee. It should be packed shoulder to shoulder with pedestrians, but it isn't. It should be moving people on bikes from the light-rail station to the plazas, parks, businesses, in mass quantities. But all we see is cars on top of each other - especially within this intersection and 1 block around it.

What can we do to change this?

I have thought for years about this problem as the area continued to increase its residential density. We need to close the intersection to car traffic, in style of Market St. in San Francisco.

[No 'carnageddon' on auto-free Market Street. Study shows bikes and buses benefit](#)



No 'carmageddon' on auto-free Market Street.
Study shows bikes and buses...

Returning cars on Walker Street saw very little impact on
the side streets. Baltimore people are biking, and buses

Allow only alternative modes of transportation to cross the intersection and deviate car traffic around this busy area. When the city closed 1300 e. There was no traffic Armageddon in Sugar House, people found ways around it, or moved in a different manner. Today, LOS of cars in this intersection is dismal, but the alternatives to car use is neither convenient or safe for people to engage in. We can change that.

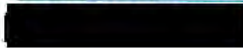
Obviously I expect some, or most of you, to be unconvinced that such idea might work. I understand. But I expect all of you to agree that the current conditions are terrible and they will only get worse as all those housing units start to fill up. For this reason, I want to start a conversation with you about the possibility of engaging in tactical urbanism. To do a limited short-term test, call it a "Open Street" or "Sugar House Festival" or something similar that can showcase to residents, businesses, and leaders that such a concept would a) highlight the livability of our city, and; b) be a boost to business. If it proves to not be a boost to the community, if it fails to bring about a "Human-scale" to the area. Then we can move on to something new. But if it is successful, then we can start to think about making more permanent changes.

I hope you find this information helpful, and please let me know if we can make this a reality.

Thank you,

Eric Kraan
The SkateNOW Shop
2682 Highland Drive, Suite 104
Salt Lake City, UT 84106

www.theskatenowshop.com



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]



☒ 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 rezoning 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 & 1 bedroom apt. We'd love some retail with green space, with walking area & less density traffic, parking & congestion have not been adequately addressed in this plan.

www.sugarhousecouncil.org

COMMENT CARD

Name Paul Cblad

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

Email Address [REDACTED]



☐ 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 Dale

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
to 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

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

From: [stephen dibble](#)
To: [Gilmore, Kristina](#)
Subject: Re: (EXTERNAL) 21sts project
Date: Saturday, August 1, 2020 10:22:05 AM

Ms. Gilmore,

Thank you for your response to my email.

I noticed that a revised plan for 21st and 21st, had been presented to the Sugar House Council on July 8. There were some changes which include the corner property from the Blue Plate Diner now being part of the project. This will help to visually improve the intersection. However It also appears there are now fewer parking spaces available, and virtually no landscaping or public spaces as required by the master plan. There will most likely not be enough parking for employees and customers for the lease spaces which will inevitably impact the entire neighborhood. This is not the center of town where patrons will use TRAX to access these shops.

The masterplan requires a lot of trees and spaces for public along the street. This appears to have been disregarded. The revised plans submitted on July 8 do not include any landscaping information, probably because there is none. The "portal" is not a scale that will not encourage anyone but tenants to enter off of the street which will create an off-site parking problem. This design does not encourage any pedestrian use of 21st South which is even better now but seriously lacking in their proposed design.

Is there any hope that the city masterplan guidelines that were developed can be incorporated in this development?

Thank you,

Stephen Dibble

From: [Suzanne Stensaas](#)
To: [Gilmore, Kristina](#)
Subject: (EXTERNAL) 21 and 21
Date: Friday, August 28, 2020 5:40:01 PM

Sorry but we are on vacation and I am dictating this from my phone in Wyoming. We live at 2300 S. and 2500 E. and know this property very well. My main concern over and over about all these new buildings is not enough green space is left as a setback facing the street with a wide parking area a wide sidewalk that will accommodate bicycles and pedestrians as well as trees. I would suggest that parking be put underground to provide more green space for the residence. I am just very tired of no consideration about the need for trees and space for people to get out near where they live

The Covid pandemic should have taught us that space is really important as is the outdoors and green space that helps decrease the incidence of depression.. I think all apartments should provide an area of green for use by residents and a play area for children. If this requires putting parking underground so be it. we have paved enough of the nation. Trees also reduce the carbon footprint. Please add this to the record of comments on this property as I cannot do more than send this from my cell phone. Thank you very much.

Sent from my iPhone with voice dictation.
Suzanne Stensaas
2460 Lynwood Dr
84109

From: [Robinson, Molly](#)
To: [Gilmore, Kristina](#)
Cc: [Larsen, Nannette](#)
Subject: FW: (EXTERNAL) 2100 S. 2105 E. Property
Date: Monday, August 31, 2020 8:58:43 AM

Sorry, sent this to Nan instead of Krissy.

MOLLY O'NEILL ROBINSON, AICP
Planning Manager

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS
SALT LAKE CITY CORPORATION

TEL 801-535-7261
EML MOLLY.ROBINSON@SLCGOV.COM

WWW.SLC.GOV/PLANNING

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

From: Robinson, Molly <Molly.Robinson@slcgov.com>
Sent: Monday, August 31, 2020 8:49 AM
To: Kim Duersch <kduersch@yahoo.com>
Cc: Larsen, Nannette <Nannette.Larsen@slcgov.com>; Anderson, John <John.Anderson@slcgov.com>; Jimenez, Rosa <Rosa.Jimenez@slcgov.com>; Mills, Wayne <wayne.mills@slcgov.com>; Norris, Nick <Nick.Norris@slcgov.com>; Oktay, Michaela <Michaela.Oktay@slcgov.com>; Rankins, Marlene <Marlene.Rankins@slcgov.com>; Robinson, Molly <Molly.Robinson@slcgov.com>
Subject: RE: (EXTERNAL) 2100 S. 2105 E. Property

Thank you for your comments. Your email will be shared with the Planning Commission.

MOLLY O'NEILL ROBINSON, AICP
Planning Manager

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS SALT LAKE CITY CORPORATION

TEL 801-535-7261
EML MOLLY.ROBINSON@SLCGOV.COM

WWW.SLC.GOV/PLANNING

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

From: Kim Duersch <kduersch@yahoo.com>
Sent: Friday, August 28, 2020 5:38 PM
To: Planning Public Comments <planning.comments@slcgov.com>
Subject: (EXTERNAL) 2100 S. 2105 E. Property

This area is NOT a good place to develop this type of building. It is too near the elementary school. It would cause a dangerous situation for the children when coming to and from school. Other developers such as this have been turned down to build at this location. Please stop this development from happening.

Thank you,
Kim Duersch

Sent from my iPhone

From: [george.chapman](#)
To: [Gilmore, Kristina](#)
Subject: (EXTERNAL) Comments to 21 21 project for Planning Commission PLNPCM2019-01170
Date: Tuesday, September 1, 2020 8:39:35 AM

Any increase in height of any project should require an affordable housing setback, at least 10% if not 20%. I assume from the project drawings that there will be limited driveways that decrease safety for pedestrians and bicyclists and the driveways appear to be far enough away from the intersection to not decrease safety there. But SLC Transportation should ensure that the driveways do not impact walkability and bicycling, especially at that dangerous corner. Sightlines may necessitate pulling the corner back in return for higher heights. Left hand turns in or out of driveways close to intersections should be made illegal.

George Chapman SLC

Case number PLNPCM2019-01170