



Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHORHOOD DEVELOPMENT

To: Salt Lake City Planning Commission
From: Katia Pace, (385) 226-8499, katia.pace@slcgov.com
Date: September 22, 2021
Re: @2100 II Apartments Design Review @ 1967 S 300 West - PLNPCM2021-00204

DESIGN REVIEW

PROPERTY ADDRESS: 1967 S 300 West
PARCEL ID: 15-13-453-024
MASTER PLAN: Central Community Master Plan
ZONING DISTRICT: CG (General Commercial)

REQUEST: The applicant, G. Lyman Adams, has requested **Design Review approval for Additional Building Height** for the @2100 II Apartments located at approximately 1967 South 300 West. The proposal is to construct a new multifamily residential building with 160 apartments including a range of studio, one-bedroom and two-bedroom floorplans. The land for this proposed development sits on 1.98 acres. The density of this development is (160/1.98) 81 units per acre. The building will have two structured parking levels. The proposed building height is 77 feet-3 inches. The project site is in the CG (General Commercial) zoning district. Buildings more than 60-feet tall in the CG zoning district are allowed through the Design Review process with Planning Commission approval.

STAFF RECOMMENDATION:

Based on the findings listed in the staff report, it is the Planning Staff's opinion that the request for additional height generally meets the applicable Design Review standards in section 21A.59.050 of the zoning ordinance and therefore, recommends that the Planning Commission approve the request.

ATTACHMENTS

- A. [Vicinity & Zoning Maps](#)
- B. [Renderings](#)
- C. [Elevations](#)
- D. [Site, Landscape, and Floor Plans](#)
- E. [Additional Information & Narrative](#)
- F. [Property & Vicinity Photographs](#)
- G. [Master Plan and Zoning Standards](#)
- H. [Analysis of Standards – Design Review](#)
- I. [Public Process & Comments](#)
- J. [Department Review Comments](#)

PROJECT DESCRIPTION

Overview

The proposed project is for a 160-unit apartment building including a range of studio (33 units), one-bedroom (95 units) and two-bedroom (32 units) floorplans. The site is a parcel with 1.98 acres (22,000 square feet) in the CG – General Commercial zoning district. The proposed building height is 77 feet-3 inches consisting of 4 levels of apartments over 2 levels of parking. Buildings more than 60-feet tall in the CG zoning district are allowed through the Design Review process with Planning Commission approval. The applicant is going through the Design Review process to request an additional 17 feet-3 inches of building height over the 60-feet allowed by right in the district.



Rendering of the West Elevation or street facing, 300 West, façade.



Rendering of the South Elevation.

Amenities provided for tenants include a roof deck, an interior courtyard with a swimming pool and hot tub at the 2nd floor level, along with a common area and fitness center that will

face the south side yard and parking. A bike repair shop is proposed as well as a pet grooming facility.

Existing Site Condition

The project is proposed on a single parcel currently occupied by a warehouse building built in the 1960's. The warehouse building will be removed to make way for the new development. The adjacent development comprises of:

West: The @2100 first phase, an 82-unit apartment completed in the spring of 2020; and Sam's Club.

East: Across the street is the Home Depot store on the corner of 300 West and 2100 South.

North: Commercial building.

South: New multi-family building.



Existing Building

KEY ISSUES

ISSUE 1

Building Height & Location Context

The proposed building will be approximately 77 feet-3 inches at the top of some building details and parapets. The CG zoning designation allows for a building height of 60-feet by-right and up to 90-feet through the Design Review process. The properties surrounding the subject property are all zoned CG – General Commercial as well. Future re-development of properties zoned CG zoned areas would also be eligible for building heights of up to 60-feet by right or up to 90-feet through the Design Review process. The additional 17 feet-3 inches of building height should not create significant additional impacts that would not be created with a 60-foot building within the CG zone.

The building is proposed with a well-defined base, middle and top. The ground floor is defined by material, glazing and modulation. The middle is defined by material, small setback variations, fenestration, and balconies. Balconies add visual interest to the façade and provide open space for the dwelling units. The top is defined by elements such as articulation that are carried upward and end with a defined cornice.

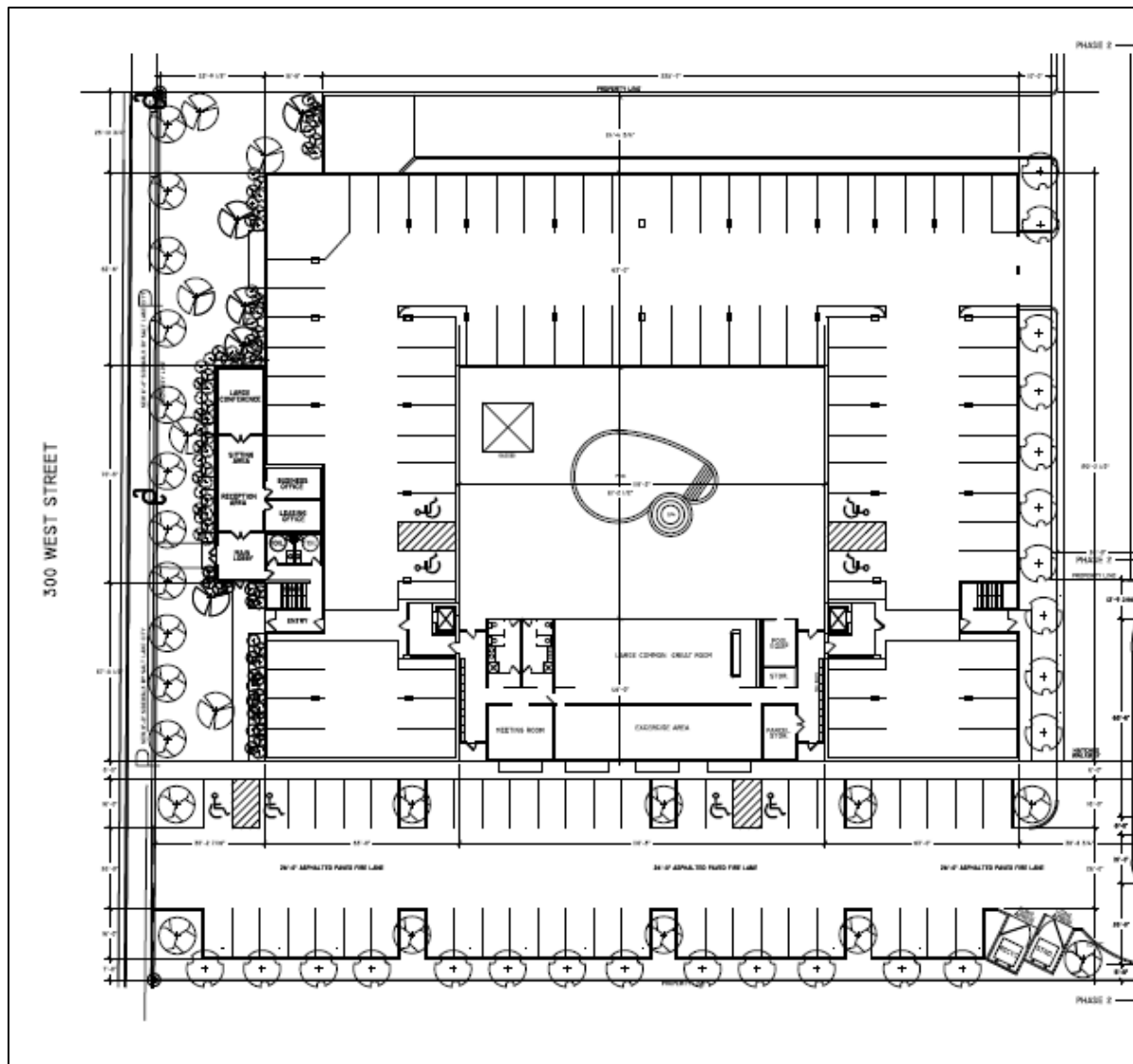
Where the building abuts a multi-family building on the south the building step backs with a courtyard element, thereby eliminating a massive single plane along the south elevation. The deep step back for the courtyard element on floors 3 and above help to create modulation in the design and all sides of the building include projections balconies and canopies that will help create wind breaks along the building surfaces.

The building is a of a contemporary design and will have a flat roof which is cohesive with the design and will complement the roofline of the commercial buildings adjacent to it. The roof includes an accessible roof deck and an outdoor courtyard space as an amenity for tenants.

ISSUE 2

Landscaping

In the CG zoning district, if additional floors are approved, increased landscaping is needs to be provided over and above that which is normally required. The amount of increased landscaping needs to be 10% of the area of the additional floors. The project will provide beyond the 10% required (see **Attachment G: Master Plan & Zoning Standards**).



Landscape Plan

The east side is bordered by a shared driveway and a proposed 10-foot landscape buffer with trees, shrubs, and grass. The south side of the property will provide surface parking with landscape islands between sets of parking spaces and a 7-foot landscape buffer with trees, shrubs, and grass. The front yard, along 300 West, the proposal is to create a landscaped park in the setback area intended to provide an oasis of green trees, shrubs, and grass in front of @2100 II. The north elevation will have not landscape, it's where the proposed ramp to the parking will be located.

The advantage of having trees aligning the sidewalk in the front yard is that the sidewalk being installed through the 300 West, Street Renovation Project is too narrow for planting of trees.

ISSUE 3

Pedestrian Interaction

Previous version of this project had the main entrance to the building on the south side elevation facing the proposed parking lot.



Previous rendering of the West Elevation. No main entrance from 300 West.



Current rendering of the West Elevation. With street entrance from 300 West.

The applicant has made significant changes to the design of the building to include additional active spaces facing 300 West and to create a main entrance to the building from the street facing façade. Part of the front facade pops out 16 feet to create the main entrance with a glass

storefront window panel system. The amount of glass on the ground level was increased to make the design more appealing at the pedestrian level on the 300 West façade.

The total amount of glass on the pop out street facing elevation and main entrance is approximately 60%. The percentage of glass on both sides of the pop out on the street facing is approximately 37.5%. The corners of the building on the ground and second floor are proposed faux windows to match the existing windows on the top floors.

The materials for the exterior of the building includes 3 colors of stucco, fiber cement siding and stone veneer. The ground floor, and second floor levels, both of which contain parking are broken up.

ISSUE 4

Transportation & Circulation

@2100 II is only one-quarter mile walking distance to the Central Pointe Station located at 221 West 2100 South. Central Pointe is the only UTA Station in Salt Lake County that serves the Red, Blue, Green TRAX lines as well as the S-Line Streetcar.

This project will also be close to the 2100 South and 300 West intersection as well as the “Spaghetti Bowl” freeway where I-15 and I-80 interchange.

The current property owner and Sam’s Club already have a Reciprocal Access Agreement recorded, which will allow @2100 II residents a safer ingress/egress onto 300 West at the Hartwell Avenue intersection and stop light. With the planned addition of a raised median along 300 West to prevent the countless number of “left turn” accidents from Home Depot’s curb cut, this access point will mitigate all traffic going north on 300 West when exiting the @2100 and @2100 II properties.



Lot 1: @2100 phase II, Lot 2: @2100 phase I. Blue line shows access agreement.

ISSUE 5

Parking

Parking for the project will be accommodated within an internal parking structure and an outside parking lot. The design of the building is for four level apartments above two levels of parking.

A total of 217 parking spaces will be provided for the project which includes 16 electric vehicle ready stalls and bike parking. Bicycle 10 parking pads will be located by the front entrance of the building. The garage will have an access from a ramp proposed on the north side yard and from an entrance from the east elevation.

The 160 residential units would require a total of 175 parking stalls. The applicant is proposing a total of 217 parking stalls for the project. The CG zoning district allows the maximum parking to exceed the minimum by up to 25% (21A.44.030.H). The maximum number of parking stalls allowed would be 219.

The project, @2100 phase II is proposing to have a shared parking agreement for a portion of the surface parking between the @2100 phase I project. This would be primarily for visitors and excess/overflow parking as needed.

DISCUSSION

The development has been reviewed against the Design Review standards in **Attachment H** and the proposal generally meets those standards. The proposal addresses the pedestrian oriented and visual interest design standards of the Design Review process, through its orientation to the sidewalk, high levels of transparency, modulation and articulation of the façade, and changes in building materials.

NEXT STEPS

Design Review Approval

If the Design Review application is approved, the applicant will need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission. The applicant will be able to submit for building permits for the development and the plans will need to comply with sign regulations in 21A.59.050.J. Final certificates of occupancy for the buildings will only be issued once all conditions of approval are met.

Design Review Tabled/Continued

If the Design Review application is tabled by the Planning Commission, the applicant will have the opportunity to make changes to the design and/or further articulate details to return to the Planning Commission for further review and a decision on the application.

Design Review Denial

If the Design Review application is denied, the applicant will be able to submit a new proposal that meets all the standards required by the Zoning Ordinance or they can construct a building up to 60-feet in height as allowed by the zone, provided that all Zoning Ordinance standards are met.

ATTACHMENT A:

Vicinity & Zoning Maps



ATTACHMENT B:

Renderings



@2100 II



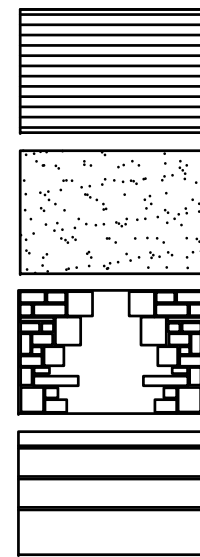
@2100 II

LEASING OFFICE

LEASING OFFICE

ATTACHMENT C:

Elevations



HARDII BD. SHIP LAP CEMENTIOUS SIDING
8" W/ FACTORY STAIN & FIELD CAULKING

WESTERN ONE COAT SYNTHETIC STUCCO
PROVIDE (3) DIFFERENT COLORS

SYNTHETIC STONE SYSTEM
HARRIS STONE "MASONS CHOICE" SOUTH SHORE

SYNTHETIC STUCCO SYSTEM ON 1-1/2" FOAM
PANZER FINISH W/ 2" GROOVES @ 24" O.C.

SYNTHETIC STUCCO BUILDOUTS W/ SYNTH.
STUCCO FINISH ON FOAM BUILDOUTS
VINYL SLIDING DOORS AND WINDOWS WITH
LOW 'E' GLASS - ALMOND VINYL COLOR
BALCONY & STAIR STEEL RAILINGS
POWDER COATED FINISH
ALUMINUM STOREFRONT AND ENTRY SYSTEMS
POWDER COATED ALUMINUM & LOW 'E' GLASS
SOFFITS & FACIAS TO BE SYNTH. STUCCO
SYSTEM @ BALCONIES, ENTRIES & ROOF
COLOR AS DETERMINED BY OWNER
SYNTHETIC STUCCO BUILDOUTS W/ SYNTH.
STUCCO FINISH ON FOAM BUILDOUTS



NORTH EXTERIOR BUILDING ELEVATION



SOUTH EXTERIOR BUILDING ELEVATION

STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

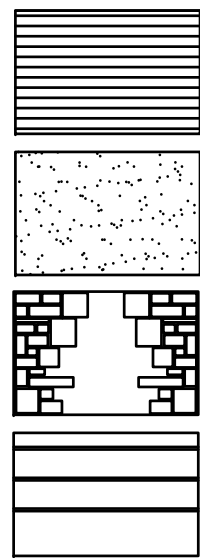
DRAWN BY
TBH
DATE
3/1/2021
SCALE
1/16"=1'-0"

SHEET TITLE

NORTH
AND
SOUTH
EXTERIOR
BUILDING
ELEVATIONS

SHT. NO.

A11



HARDII BD. SHIP LAP CEMENTIOUS SIDING
8" W/ FACTORY STAIN & FIELD CAULKING

WESTERN ONE COAT SYNTHETIC STUCCO
PROVIDE (3) DIFFERENT COLORS

SYNTHETIC STONE SYSTEM
HARRIS STONE "MASONS CHOICE" SOUTH SHORE

SYNTHETIC STUCCO SYSTEM ON 1-1/2" FOAM
PANZER FINISH W/ 2" GROOVES @ 24" O.C.

SYNTHETIC STUCCO BUILDOUTS W/ SYNTH.
STUCCO FINISH ON FOAM BUILDOUTS
VINYL SLIDING DOORS AND WINDOWS WITH
LOW 'E' GLASS - ALMOND VINYL COLOR
BALCONY & STAIR STEEL RAILINGS
POWDER COATED FINISH

ALUMINUM STOREFRONT AND ENTRY SYSTEMS
POWDER COATED ALUMINUM & LOW 'E' GLASS
SOFFITS & FACIAS TO BE SYNTH. STUCCO
SYSTEM @ BALCONIES, ENTRYS & ROOF
COLOR AS DETERMINED BY OWNER

SYNTHETIC STUCCO BUILDOUTS W/ SYNTH.
STUCCO FINISH ON FOAM BUILDOUTS



EAST EXTERIOR BUILDING ELEVATION



WEST EXTERIOR BUILDING ELEVATION

STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY

TBH

DATE

3/11/2021

SCALE

1/16"=1'-0"

SHEET TITLE

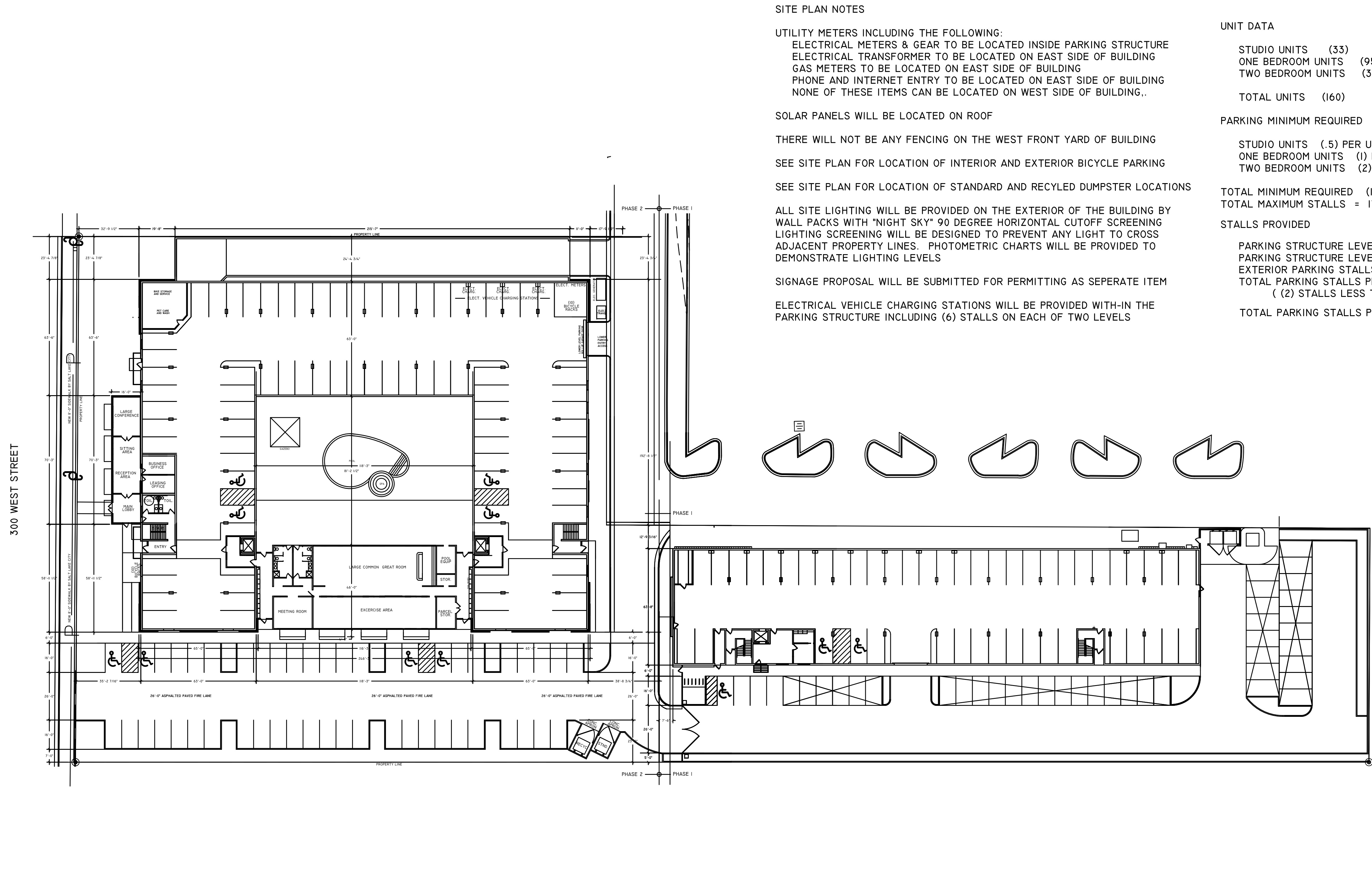
EAST
AND
WEST
EXTERIOR
BUILDING
ELEVATIONS

SHT. NO.

A12

ATTACHMENT D:

Site, Landscape & Floor Plans



SITE PLAN NOTES

UTILITY METERS INCLUDING THE FOLLOWING:
ELECTRICAL METERS & GEAR TO BE LOCATED INSIDE PARKING STRUCTURE
ELECTRICAL TRANSFORMER TO BE LOCATED ON EAST SIDE OF BUILDING
GAS METERS TO BE LOCATED ON EAST SIDE OF BUILDING
PHONE AND INTERNET ENTRY TO BE LOCATED ON EAST SIDE OF BUILDING
NONE OF THESE ITEMS CAN BE LOCATED ON WEST SIDE OF BUILDING..

SOLAR PANELS WILL BE LOCATED ON ROOF

THERE WILL NOT BE ANY FENCING ON THE WEST FRONT YARD OF BUILDING

SEE SITE PLAN FOR LOCATION OF INTERIOR AND EXTERIOR BICYCLE PARKING

SEE SITE PLAN FOR LOCATION OF STANDARD AND RECYLED DUMPSTER LOCATIONS

ALL SITE LIGHTING WILL BE PROVIDED ON THE EXTERIOR OF THE BUILDING BY WALL PACKS WITH "NIGHT SKY" 90 DEGREE HORIZONTAL CUTOFF SCREENING
LIGHTING SCREENING WILL BE DESIGNED TO PREVENT ANY LIGHT TO CROSS ADJACENT PROPERTY LINES. PHOTOMETRIC CHARTS WILL BE PROVIDED TO DEMONSTRATE LIGHTING LEVELS

SIGNAGE PROPOSAL WILL BE SUBMITTED FOR PERMITTING AS SEPERATE ITEM

ELECTRICAL VEHICLE CHARGING STATIONS WILL BE PROVIDED WITH-IN THE PARKING STRUCTURE INCLUDING (6) STALLS ON EACH OF TWO LEVELS

UNIT DATA

STUDIO UNITS (33)
ONE BEDROOM UNITS (95)
TWO BEDROOM UNITS (32)

TOTAL UNITS (160)

PARKING MINIMUM REQUIRED

STUDIO UNITS (.5) PER UNIT 33X.5 = 16.5 STALLS
ONE BEDROOM UNITS (1) PER UNIT 95X1 = 95 STALLS
TWO BEDROOM UNITS (2) PER UNIT 32X2 = 64 STALLS

TOTAL MINIMUM REQUIRED (175.5) STALLS USE I76
TOTAL MAXIMUM STALLS = 175 X 125% = 219 STALLS

STALLS PROVIDED

PARKING STRUCTURE LEVEL 1 = (78) STALLS
PARKING STRUCTURE LEVEL 2 = (90) STALLS
EXTERIOR PARKING STALLS = (49) STALLS
TOTAL PARKING STALLS PROVIDED (217) STALLS
(2) STALLS LESS THAN MAXIMUM ALLOWED)

TOTAL PARKING STALLS PER UNIT 1.35

STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

3122 E. WHITWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY

TBH

DATE

9/1/2021

SCALE

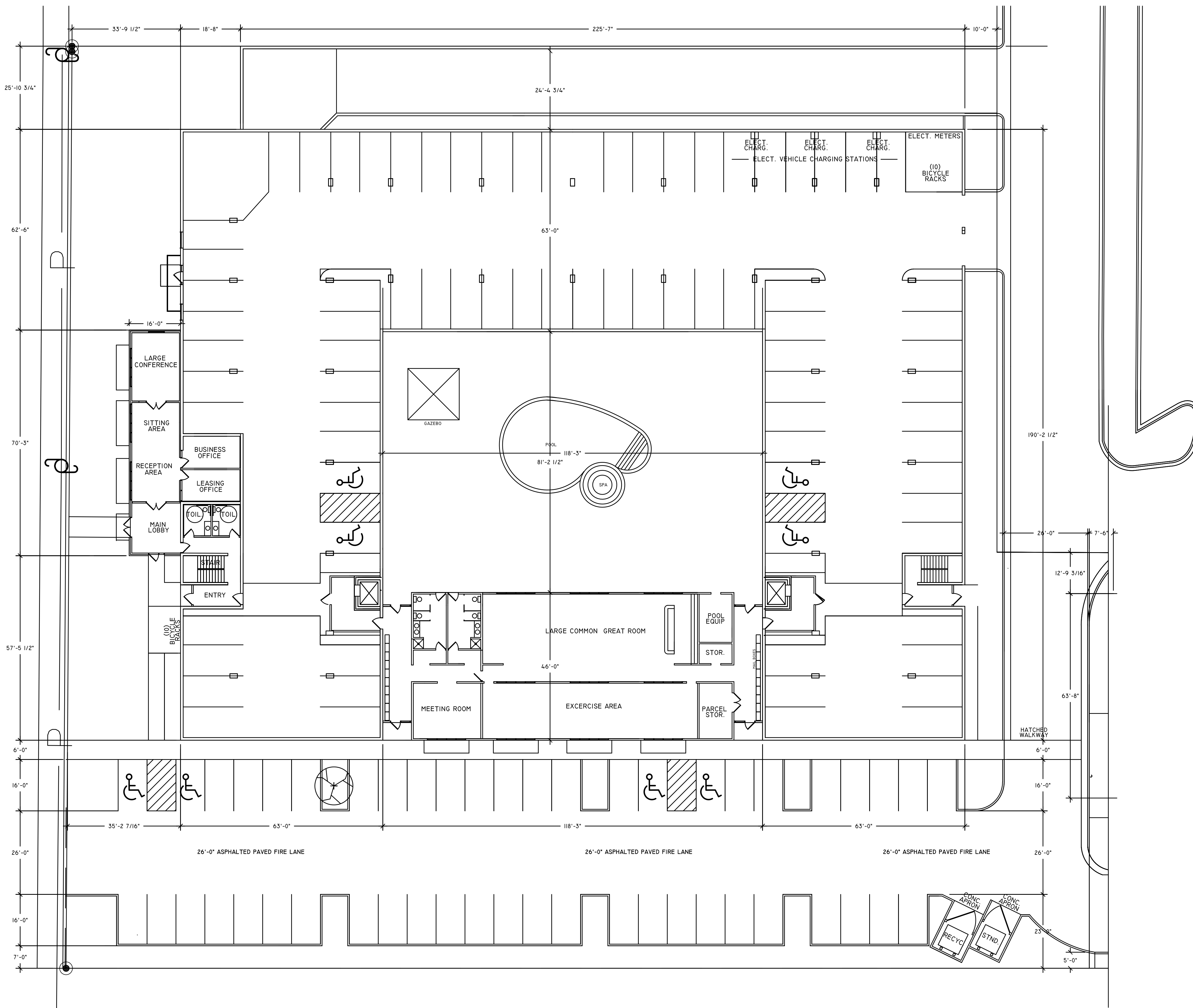
1/32"=1'-0"

SHEET TITLE

SITE
DEVELOPMENT
PLAN
PHASE I
AND
PHASE II

SHT. NO.

S01



UNIT DATA

STUDIO UNITS (33)
ONE BEDROOM UNITS (95)
TWO BEDROOM UNITS (32)

TOTAL UNITS (160)

PARKING MINIMUM REQUIRED

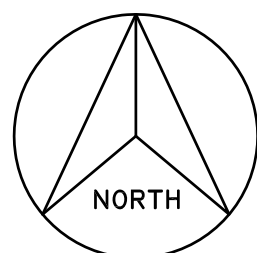
STUDIO UNITS (.5) PER UNIT 33X.5 = 16.5 STALLS
ONE BEDROOM UNITS (1) PER UNIT 95X1 = 95 STALLS
TWO BEDROOM UNITS (2) PER UNIT 32X2 = 64 STALLS

TOTAL MINIMUM REQUIRED (175.5) STALLS USE 176
TOTAL MAXIMUM STALLS = 175 X 125% = 219 STALLS

STALLS PROVIDED

PARKING STRUCTURE LEVEL 1 = (78) STALLS
PARKING STRUCTURE LEVEL 2 = (90) STALLS
EXTERIOR PARKING STALLS = (49) STALLS
TOTAL PARKING STALLS PROVIDED (217) STALLS
(2) STALLS LESS THAN MAXIMUM ALLOWED)

TOTAL PARKING STALLS PER UNIT 1.35



PROJECT CONTACTS

LYMAN ADAMS - OWNER/DEVELOPER
(801) 550- 0399 - CELL
LYMAN.ADAMS@HORIZONLIVING.COM - EMAIL

DAVID KOCHERHANS - PROJECT MANAGER
(801) 688-8387 - CELL
DAVIDK@HORIZONLIVING.COM - EMAIL

BRENT HILTON - PROJECT ARCHITECT
(801) 671-0406 - CELL
HILTONASSOC@GMAIL.COM - EMAIL

STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(152) UNIT APARTMENT COMMUNITY
1977 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY

TBH

DATE

9/1/2021

SCALE

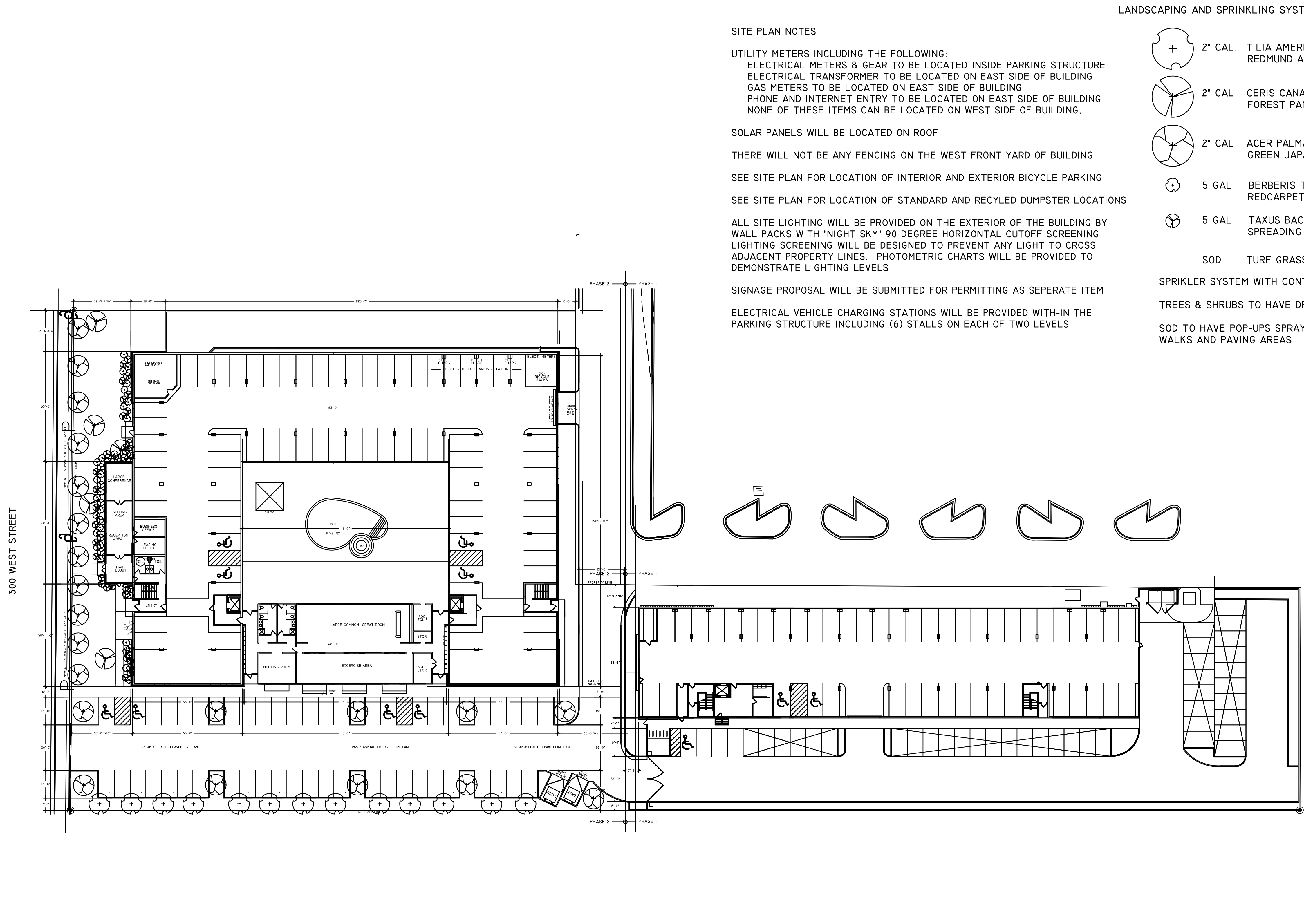
1/16"=1'-0"

SHEET TITLE

SITE
DEVELOPMENT
PLAN
LOWER
LEVEL
PARKING
COMMUNITY
CENTER
AND
POOL
PLAZA

SHT. NO.

S02



SITE PLAN NOTES

UTILITY METERS INCLUDING THE FOLLOWING:
ELECTRICAL METERS & GEAR TO BE LOCATED INSIDE PARKING STRUCTURE
ELECTRICAL TRANSFORMER TO BE LOCATED ON EAST SIDE OF BUILDING
GAS METERS TO BE LOCATED ON EAST SIDE OF BUILDING
PHONE AND INTERNET ENTRY TO BE LOCATED ON EAST SIDE OF BUILDING
NONE OF THESE ITEMS CAN BE LOCATED ON WEST SIDE OF BUILDING..

SOLAR PANELS WILL BE LOCATED ON ROOF

THERE WILL NOT BE ANY FENCING ON THE WEST FRONT YARD OF BUILDING

SEE SITE PLAN FOR LOCATION OF INTERIOR AND EXTERIOR BICYCLE PARKING

SEE SITE PLAN FOR LOCATION OF STANDARD AND RECYLED DUMPSTER LOCATIONS

ALL SITE LIGHTING WILL BE PROVIDED ON THE EXTERIOR OF THE BUILDING BY
WALL PACKS WITH "NIGHT SKY" 90 DEGREE HORIZONTAL CUTOFF SCREENING
LIGHTING SCREENING WILL BE DESIGNED TO PREVENT ANY LIGHT TO CROSS
ADJACENT PROPERTY LINES. PHOTOMETRIC CHARTS WILL BE PROVIDED TO
DEMONSTRATE LIGHTING LEVELS

SIGNAGE PROPOSAL WILL BE SUBMITTED FOR PERMITTING AS SEPERATE ITEM

ELECTRICAL VEHICLE CHARGING STATIONS WILL BE PROVIDED WITH-IN THE
PARKING STRUCTURE INCLUDING (6) STALLS ON EACH OF TWO LEVELS

LANDSCAPING AND SPRINKLING SYSTEM SCHEDULE

- 2" CAL. TILIA AMERICANA REDMUND
REDMUND AMERICAN LINDEN
- 2" CAL CERIS CANADENSIS FOREST PANSY
FOREST PANSY REDBUD
- 2" CAL ACER PALMATUM
GREEN JAPANESE MAPLE
- 5 GAL BERBERIS THUNBERG REDCARPET
REDCARPET BARBERRY
- 5 GAL TAXUS BACCATA REPENDENS
SPREADING ENGLISH YEW
- SOD TURF GRASS/TURF GRASS
- SPRIKLER SYSTEM WITH CONTROLER IN BLDG.
- TREES & SHRUBS TO HAVE DRIP EMITTERS
- SOD TO HAVE POP-UPS SPRAYING AWAY FROM
WALKS AND PAVING AREAS

STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY
TBH
DATE
9/1/2021
SCALE
1/32"=1'-0"

SHEET TITLE

SITE
LANDSCAPE
DEVELOPMENT
PLAN
PHASE I
AND
PHASE II

SHT. NO.
LS01

PROJECT CONTACTS

LYMAN ADAMS - OWNER/DEVELOPER
(801) 550- 0399 - CELL
LYMAN.ADAMS@HORIZONLIVING.COM - EMAIL

DAVID KOCHERHANS - PROJECT MANAGER
(801) 688-8387 - CELL
DAVIDK@HORIZONLIVING.COM - EMAIL

BRENT HILTON - PROJECT ARCHITECT
(801) 671-0406 - CELL
HILTONASSOC@GMAIL.COM - EMAIL

STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(152) UNIT APARTMENT COMMUNITY
1977 SOUTH 300 WEST
SALT LAKE CITY, UTAH

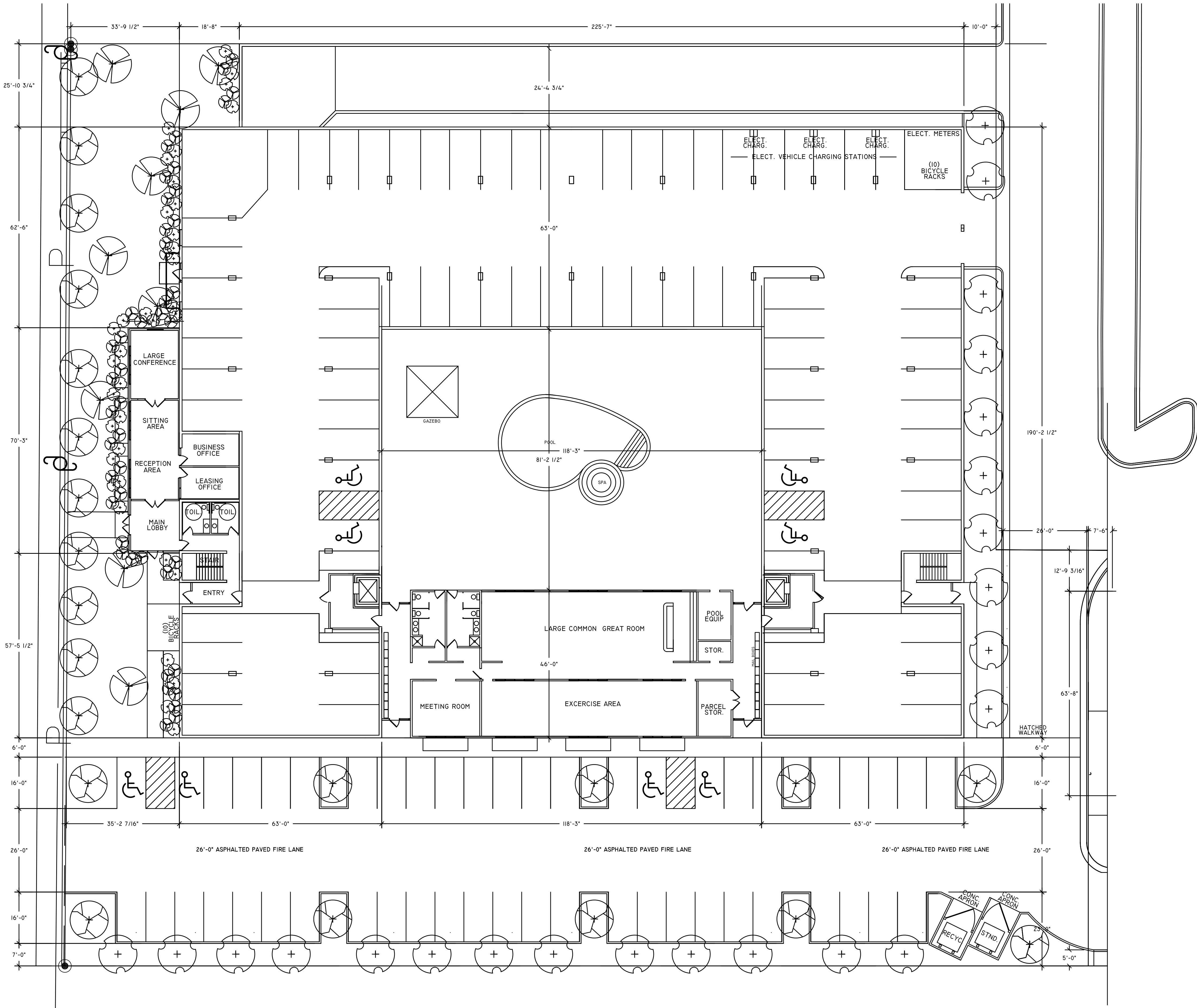
TERRY B.
HILTON
ARCHITECT

3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY
TBH
DATE
9/1/2021
SCALE
1/16"=1'-0"

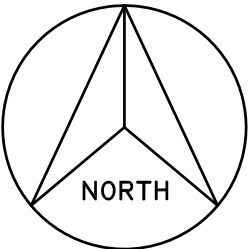
SHEET TITLE
SITE
LANDSCAPE
DEVELOPMENT
PLAN
LOWER
LEVEL
PARKING
COMMUNITY
CENTER
AND
POOL
PLAZA

SHT. NO.
LS02



LANDSCAPING AND SPRINKLING SYSTEM SCHEDULE

- 2" CAL. TILIA AMERICANA REDMUND
REDMUND AMERICAN LINDEN
- 2" CAL. CERIS CANADENSIS FOREST PANSY
FOREST PANSY REDBUD
- 2" CAL. ACER PALMATUM
GREEN JAPANESE MAPLE
- 5 GAL. BERBERIS THUNBERG REDCARPET
REDCARPET BARBERRY
- 5 GAL. TAXUS BACCATA REPENDENS
SPREADING ENGLISH YEW
- SOD TURF GRASS/TURF GRASS
- SPRIKLER SYSTEM WITH CONTROLLER IN BLDG.
- TREES & SHRUBS TO HAVE DRIP EMITTERS
- SOD TO HAVE POP-UPS SPRAYING AWAY FROM
WALKS AND PAVING AREAS

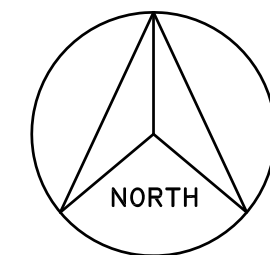
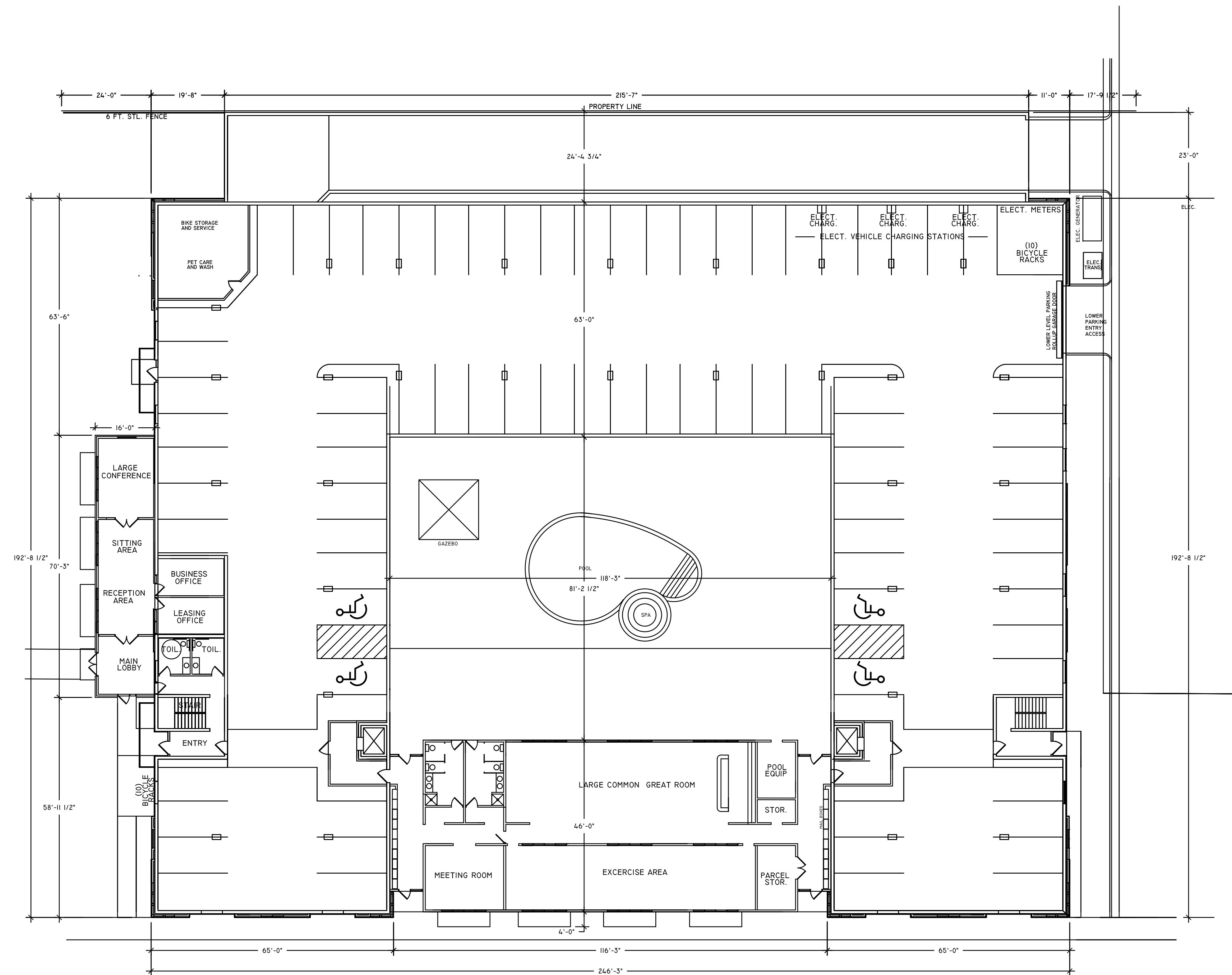


PROJECT CONTACTS

LYMAN ADAMS - OWNER/DEVELOPER
(801) 550- 0399 - CELL
LYMAN.ADAMS@HORIZONLIVING.COM - EMAIL

DAVID KOCHERHANS - PROJECT MANAGER
(801) 688-8387 - CELL
DAVIDK@HORIZONLIVING.COM - EMAIL

BRENT HILTON - PROJECT ARCHITECT
(801) 671-0406 - CELL
HILTONASSOC@GMAIL.COM - EMAIL



PROJECT CONTACTS

LYMAN ADAMS - OWNER/DEVELOPER
(801) 550- 0399 - CELL
LYMAN.ADAMS@HORIZONLIVING.COM - EMAIL

DAVID KOCHERHANS - PROJECT MANAGER
(801) 688-8387 - CELL
DAVIDK@HORIZONLIVING.COM - EMAIL

BRENT HILTON - PROJECT ARCHITECT
(801) 671-0406 - CELL
HILTONASSOC@GMAIL.COM - EMAIL

STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

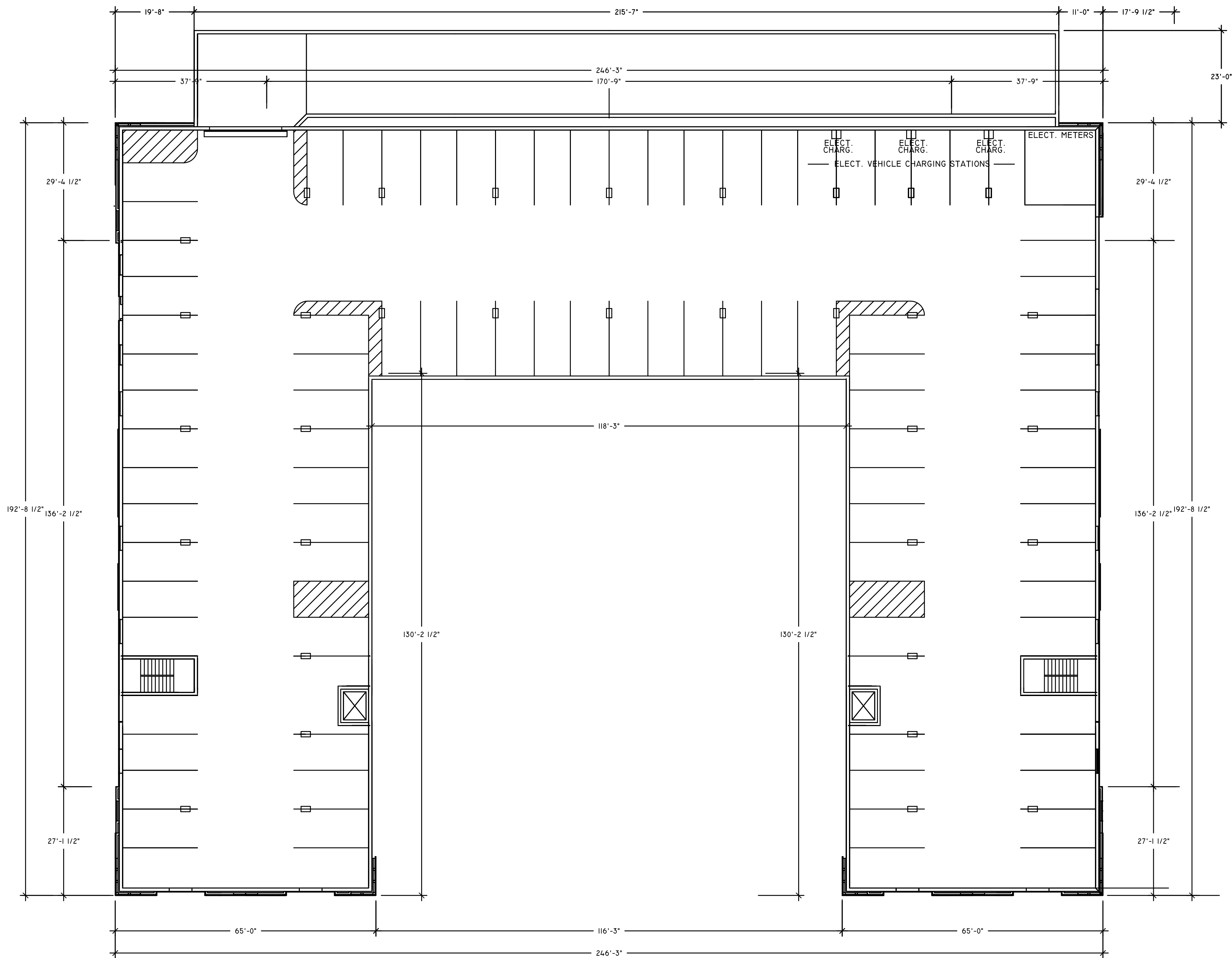
3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY
TBH
DATE
9/1/2021
SCALE
1/16"=1'-0"

SHEET TITLE

LOWER
LEVEL
PARKING
ADMINISTRATIVE
OFFICES
AND
AMENITIES
FLOOR
PLAN

SHT. NO.
A01



STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

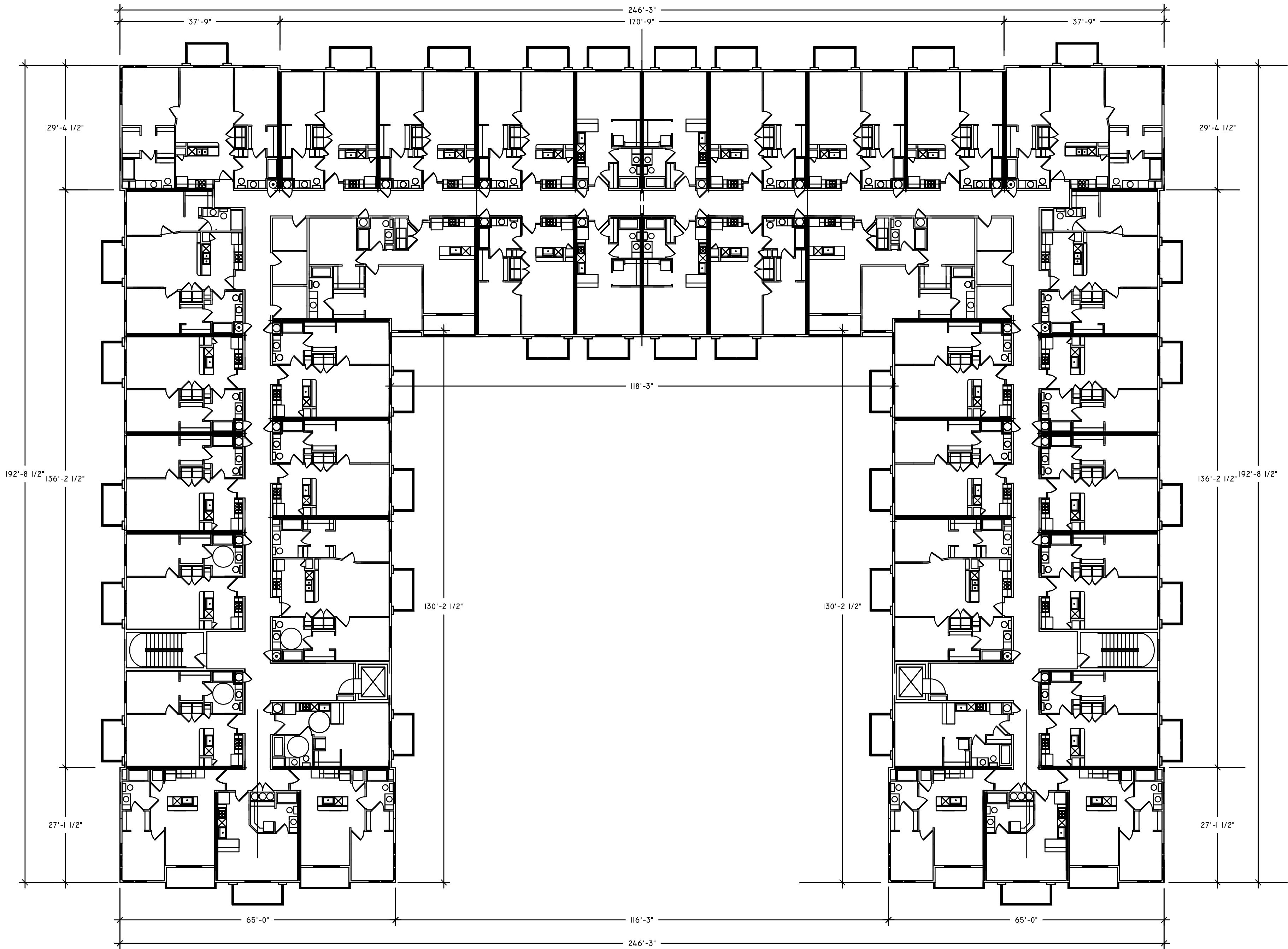
3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY
TBH
DATE
3/1/2021
SCALE
1/16"=1'-0"

SHEET TITLE

UPPER
LEVEL
PARKING
STRUCTURE

SHT. NO.
A02



STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

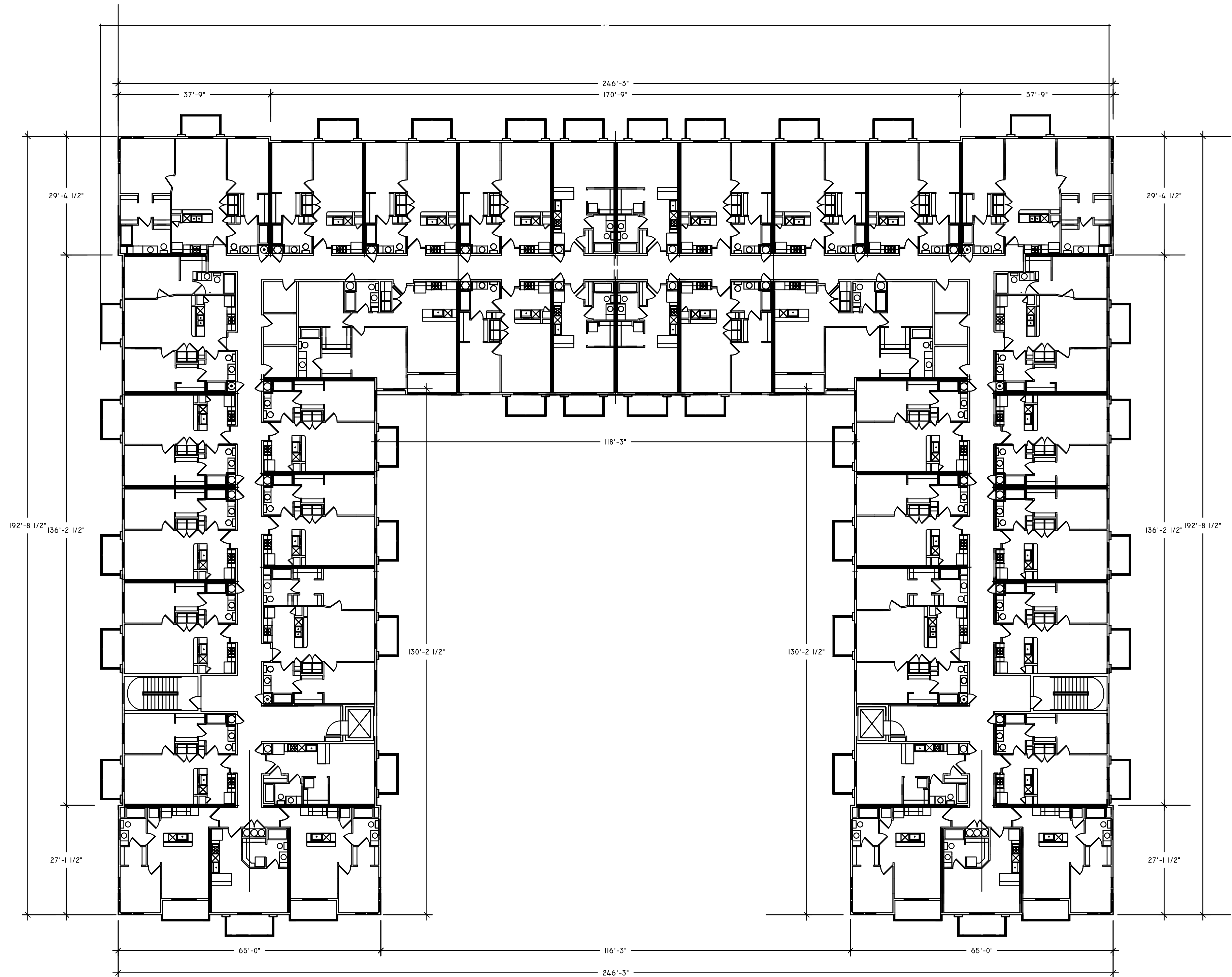
3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY
TBH
DATE
3/1/2021
SCALE
1/16"=1'-0"

SHEET TITLE

THIRD
LEVEL
UNIT
KEY
FLOOR
PLAN

SHT. NO.
A03



STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY
TBH
DATE

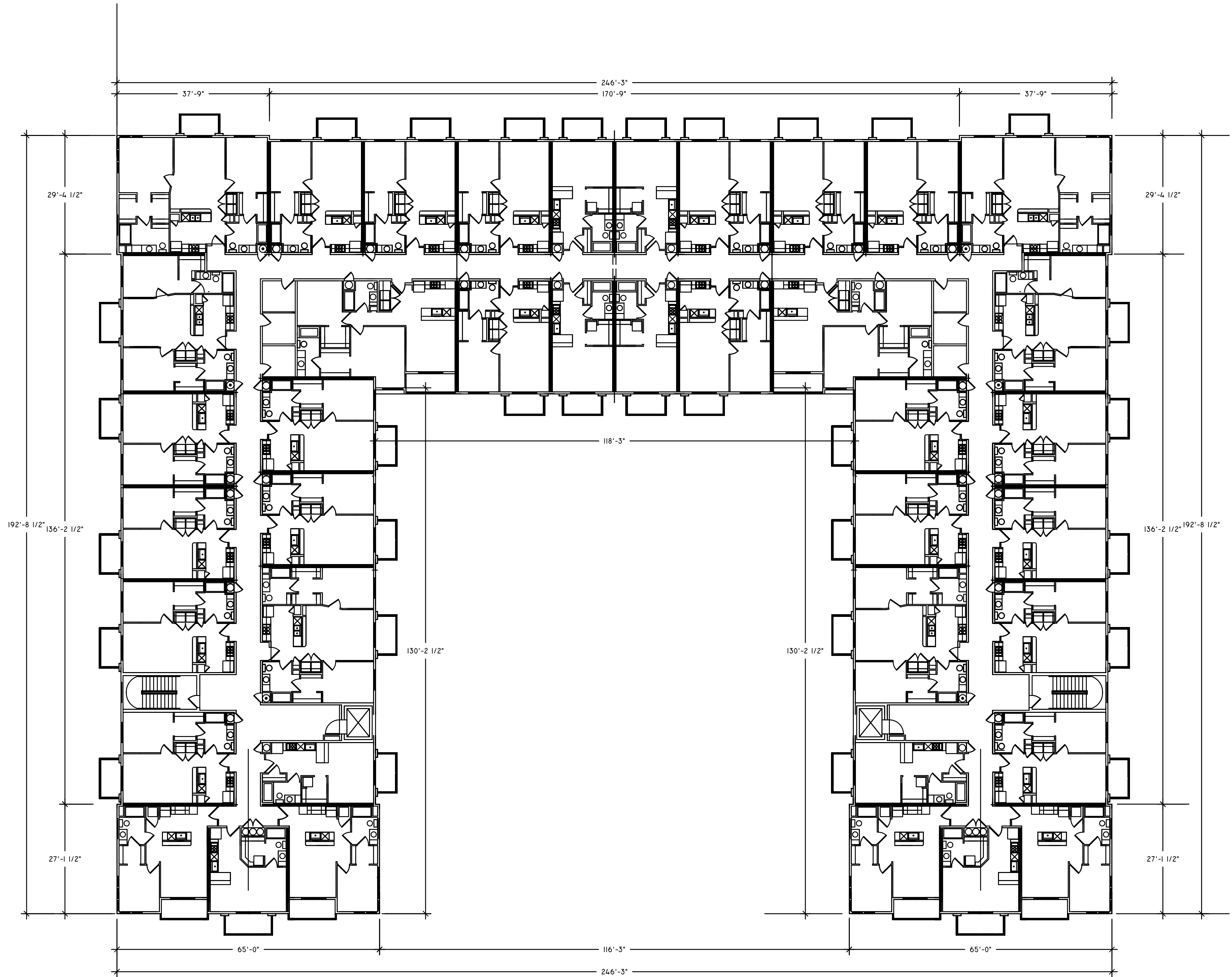
SCALE
1/16"=1'-0"

SHEET TITLE

FOURTH
LEVEL
UNIT
KEY
FLOOR
PLAN

3/1/2021

SHT. NO.
A04



STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY

TBH

DATE

SCALE

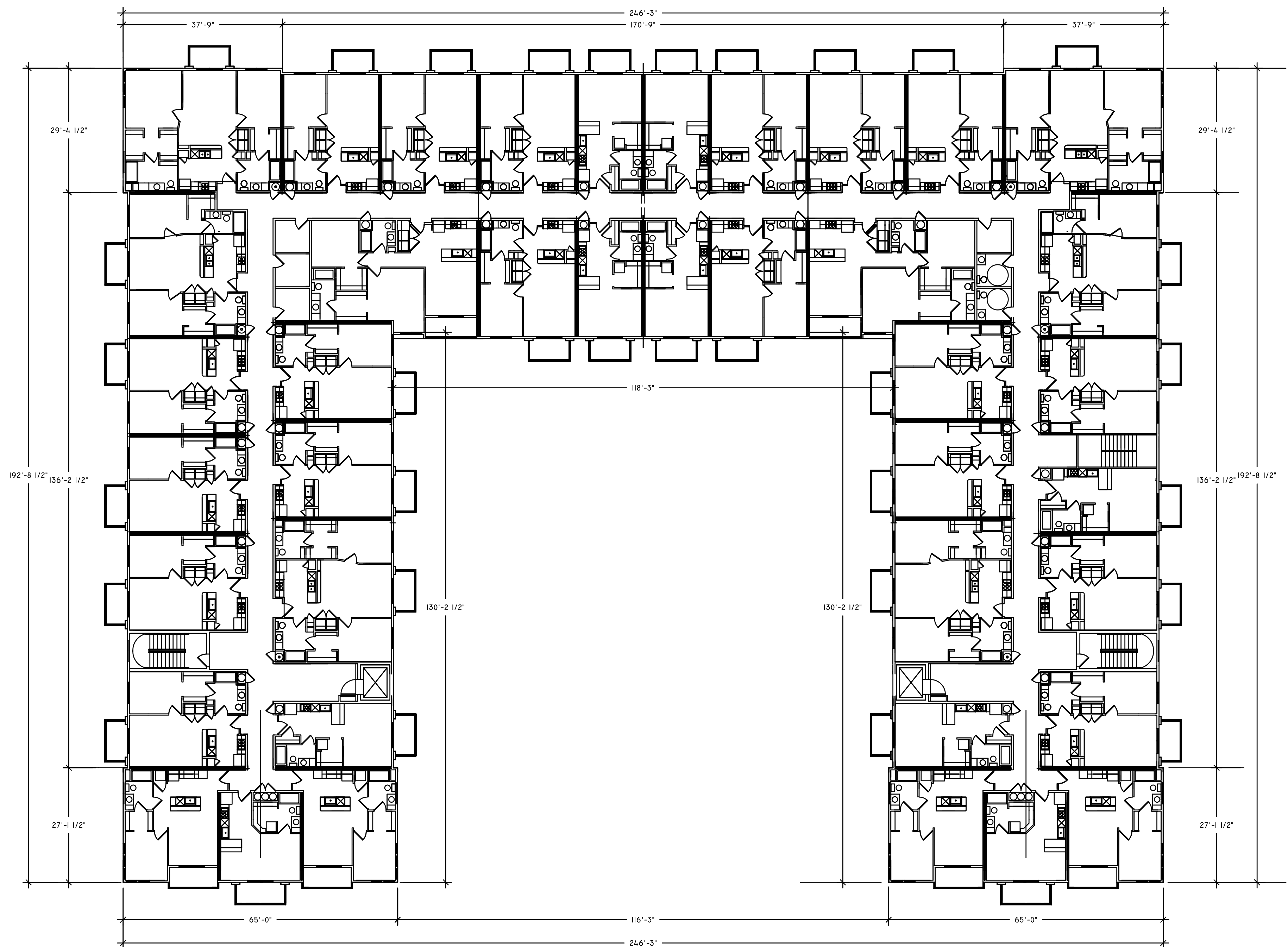
1/16"=1'-0"

SHEET TITLE

FIFTH
LEVEL
UNIT
KEY
FLOOR
PLAN

SHT. NO.

A05



STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

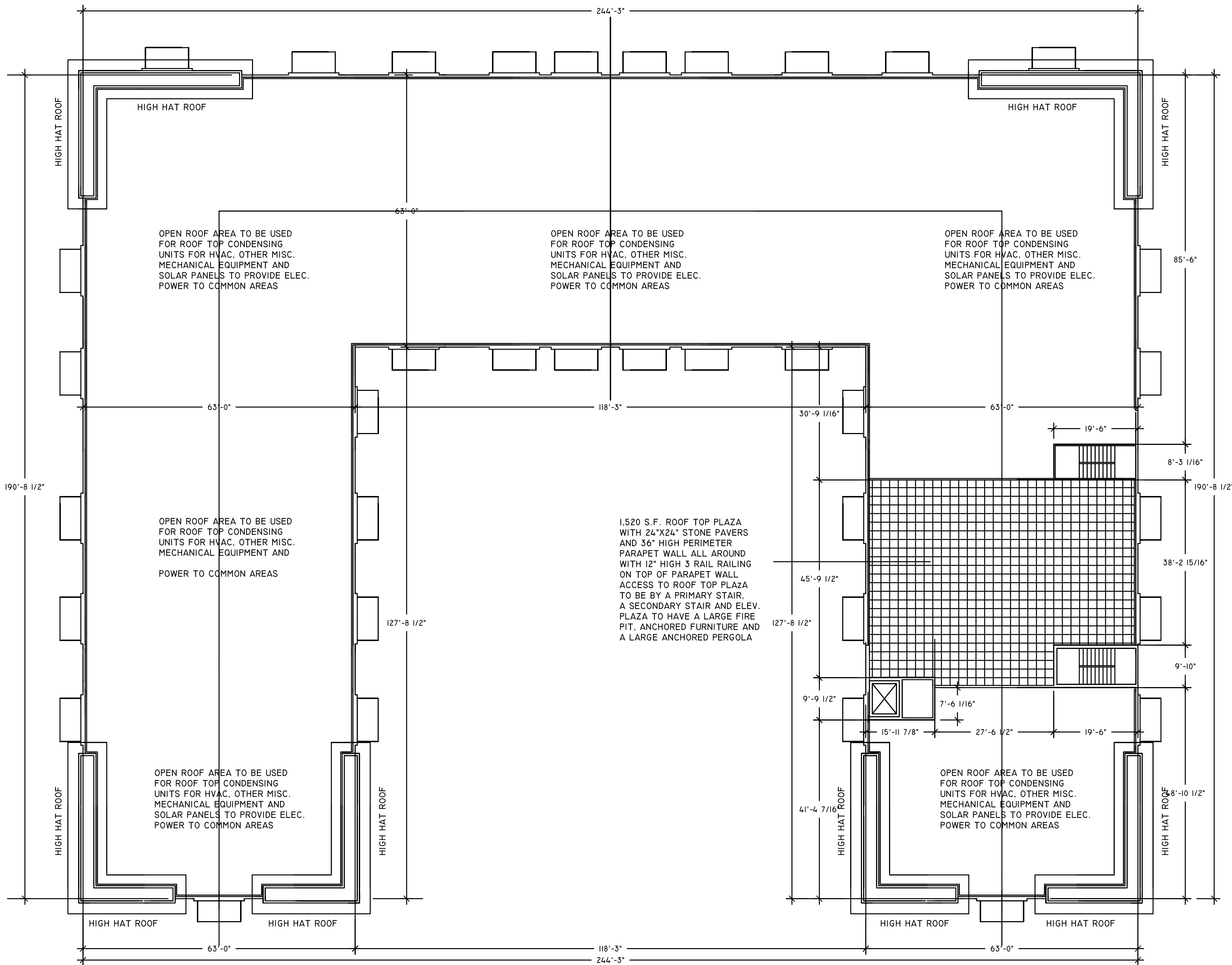
3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY
TBH
DATE
3/1/2021
SCALE
1/16"=1'-0"

SHEET TITLE

SIXTH
LEVEL
UNIT
KEY
FLOOR
PLAN

SHT. NO.
A06



STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

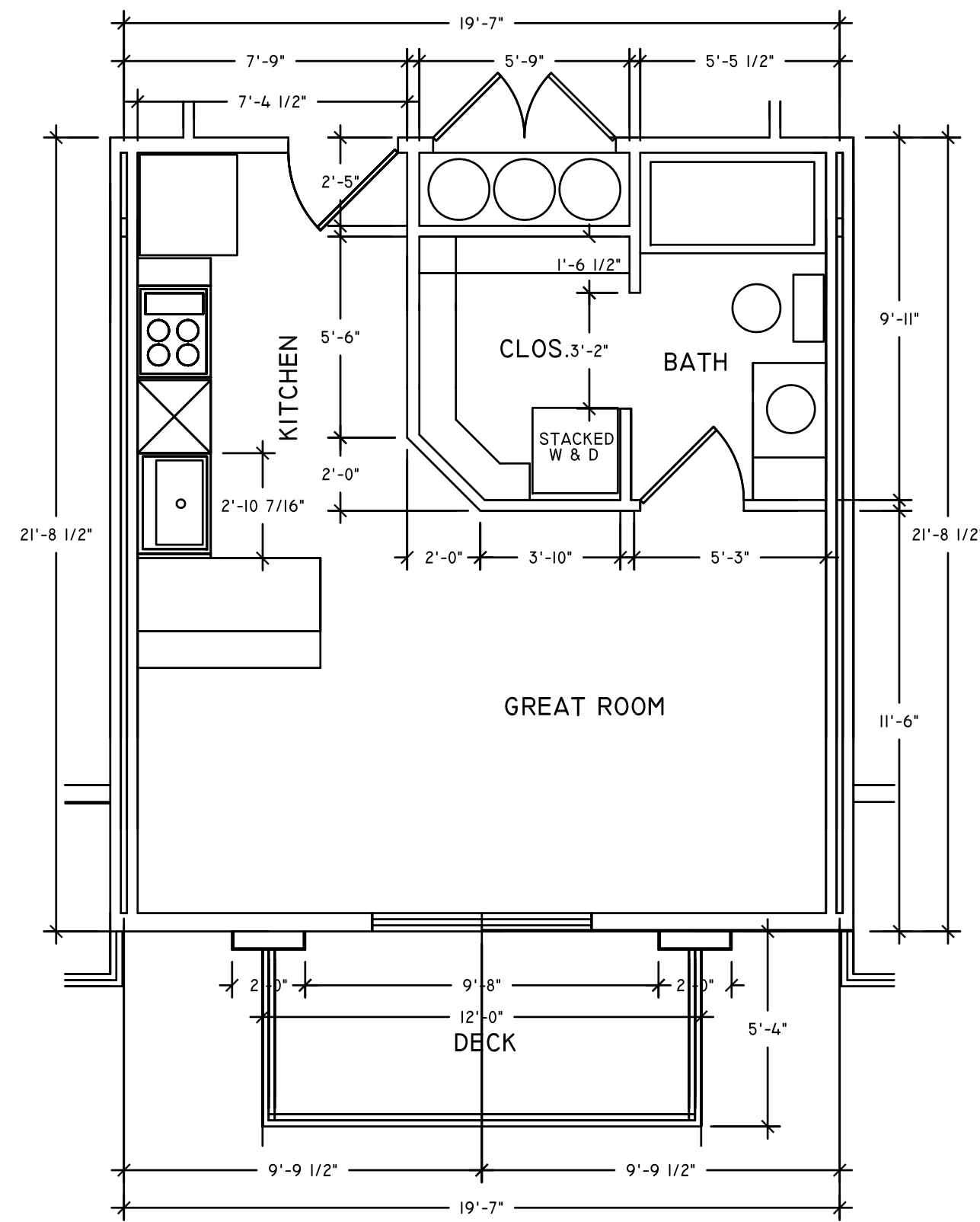
3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY
TBH
DATE
3/11/2021
SCALE
1/16"=1'-0"

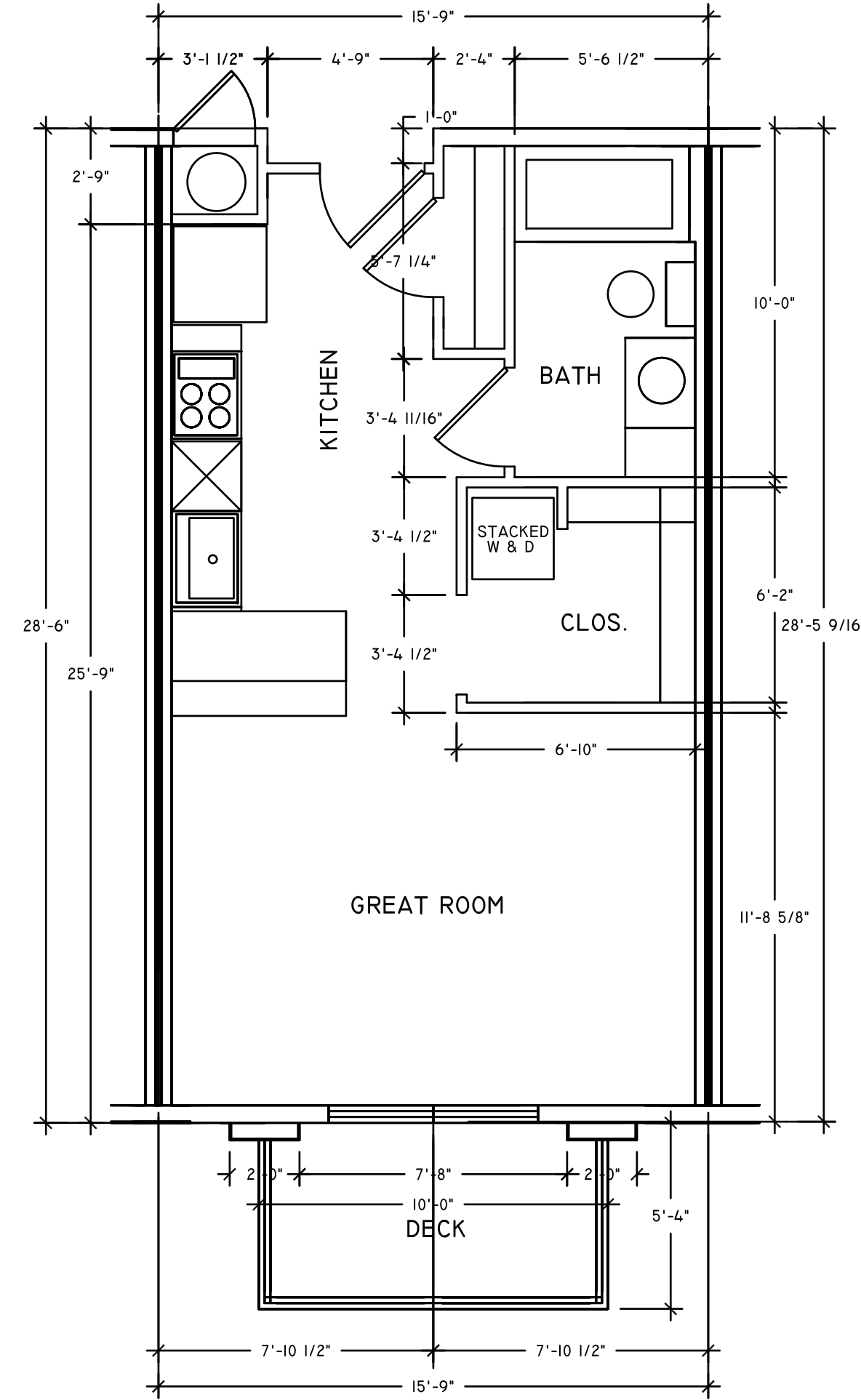
SHEET TITLE

SEVENTH
LEVEL
ROOF
TOP
PLAZA
AND
ROOF
PLAN

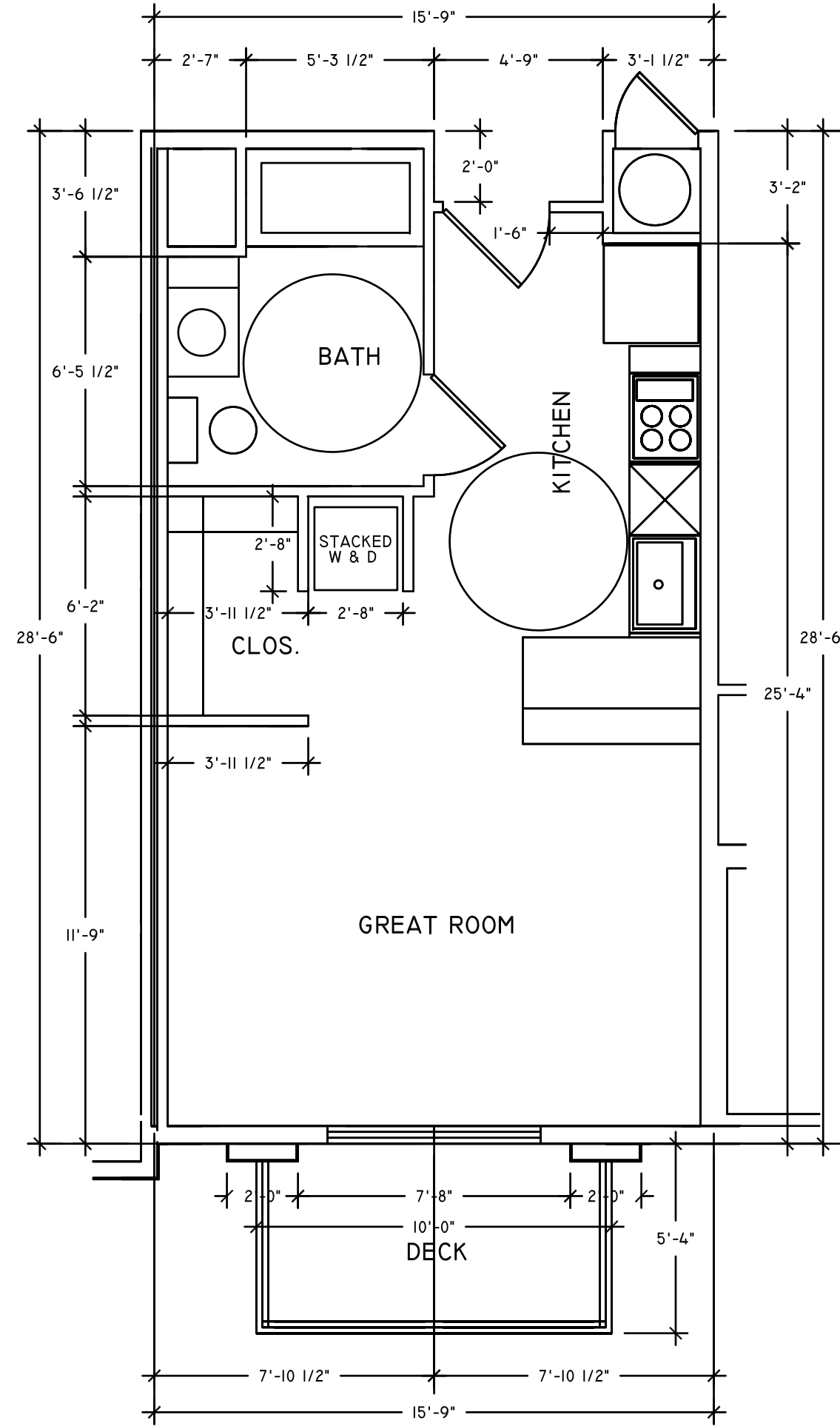
SHT. NO.
A07



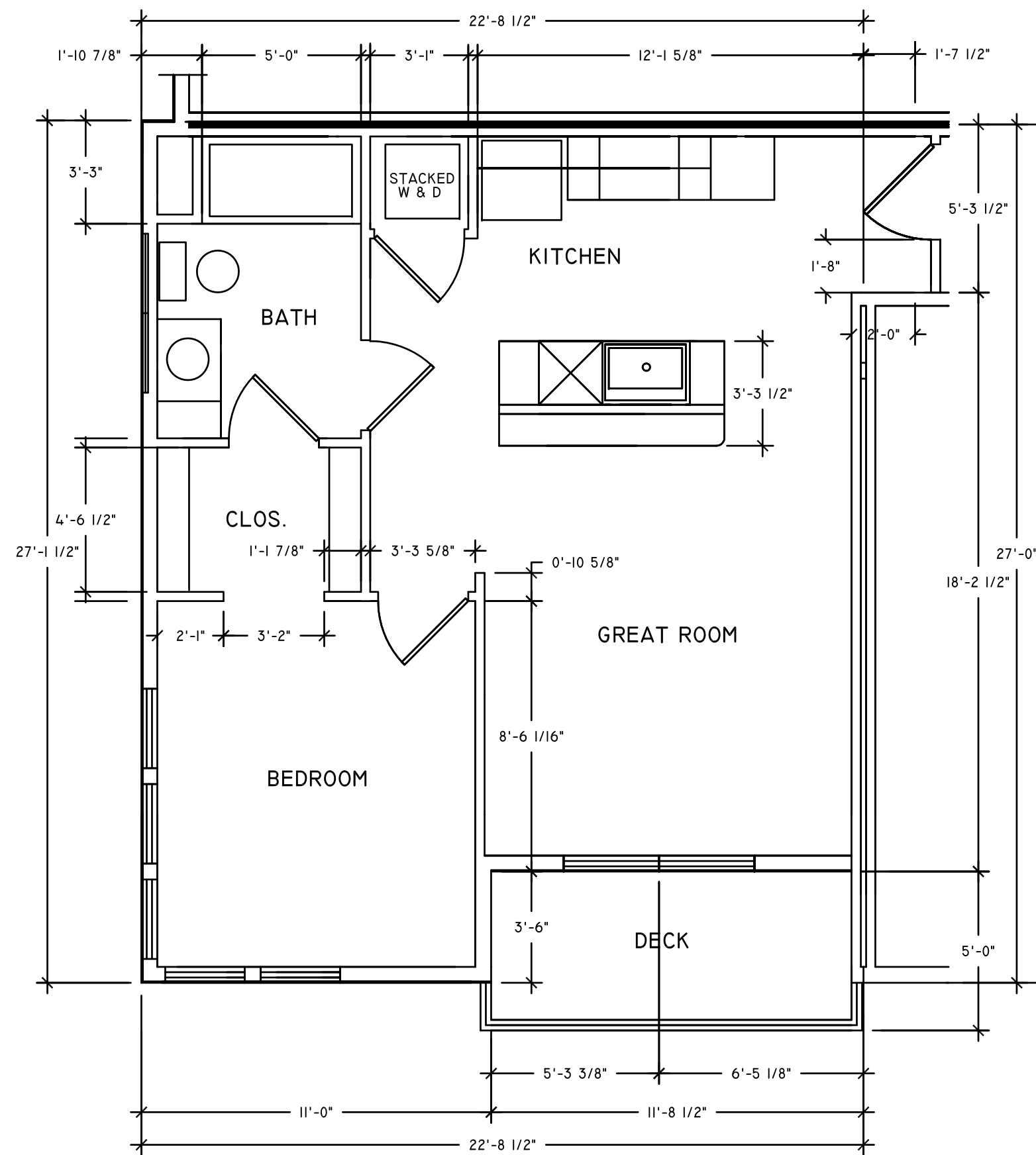
UNIT 1 STUDIO TYPE 'B'
(8) REQUIRED



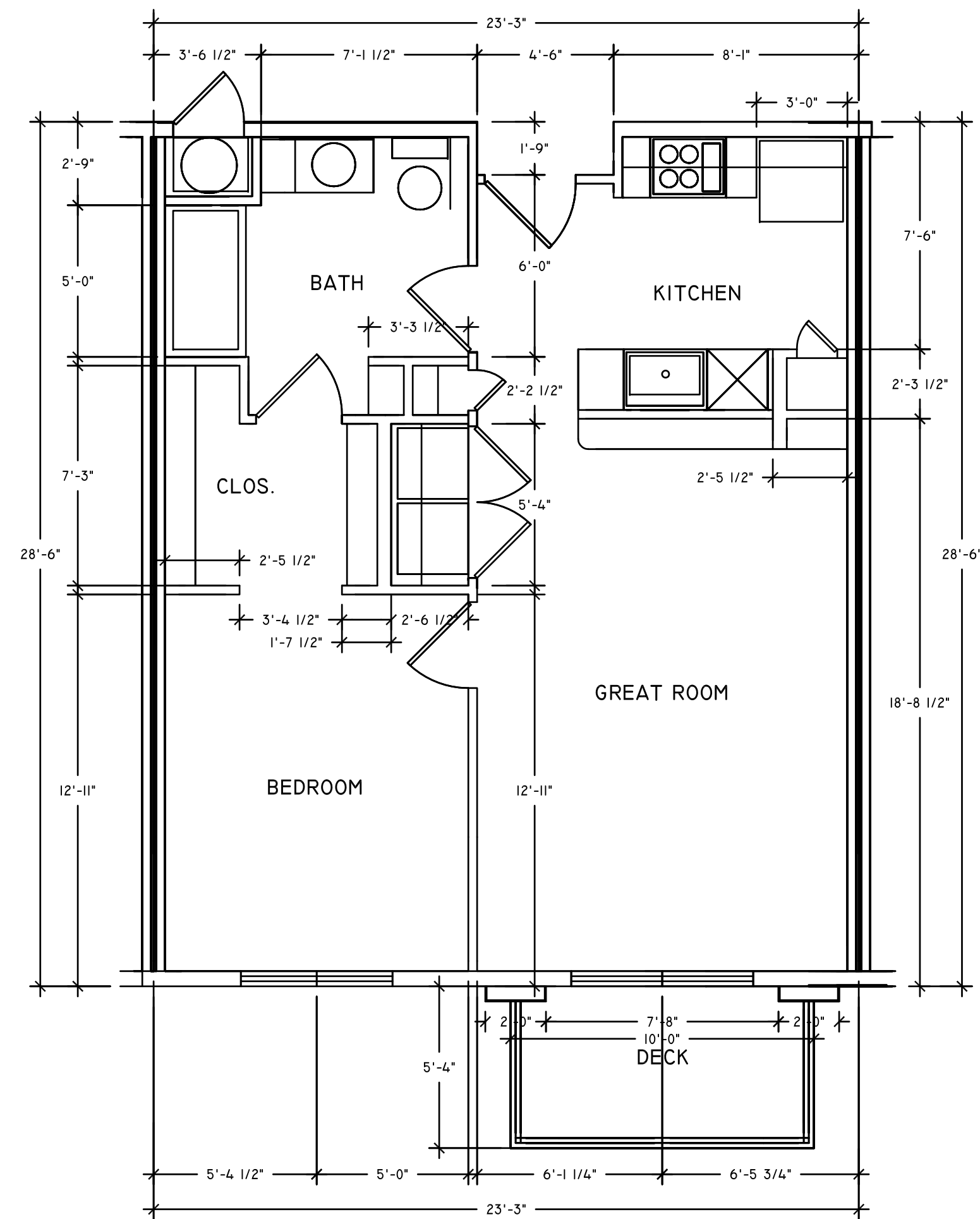
UNIT 2 STUDIO TYPE 'B'
(24) REQUIRED



UNIT 3 STUDIO TYPE 'A'
(1) REQUIRED



UNIT 4 ONE BEDROOM 'B'
(16) REQUIRED



UNIT 5 ONE BEDROOM 'B'
(77) REQUIRED

STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY

TBH

DATE

3/1/2021

SCALE

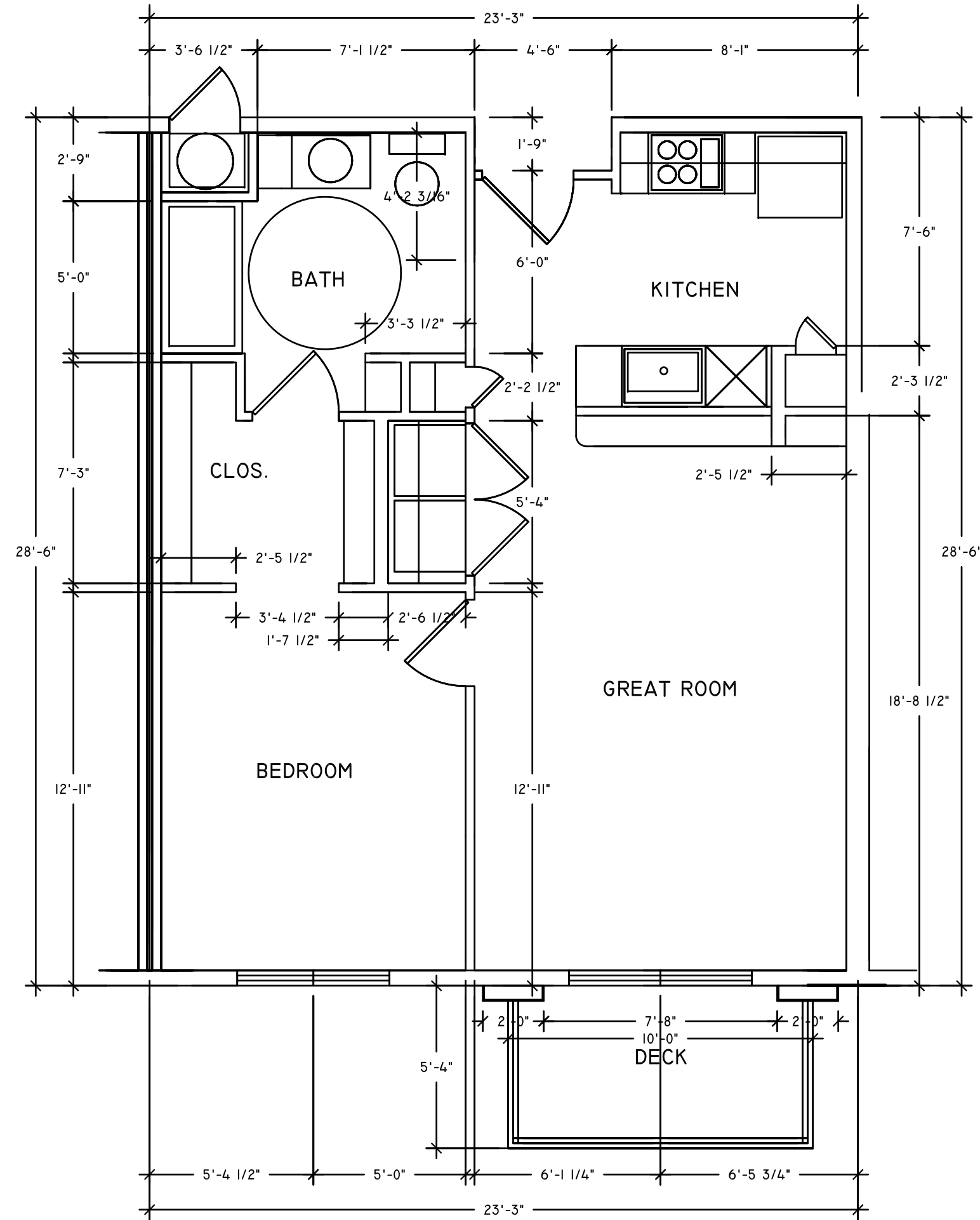
1/4"=1'-0"

SHEET TITLE

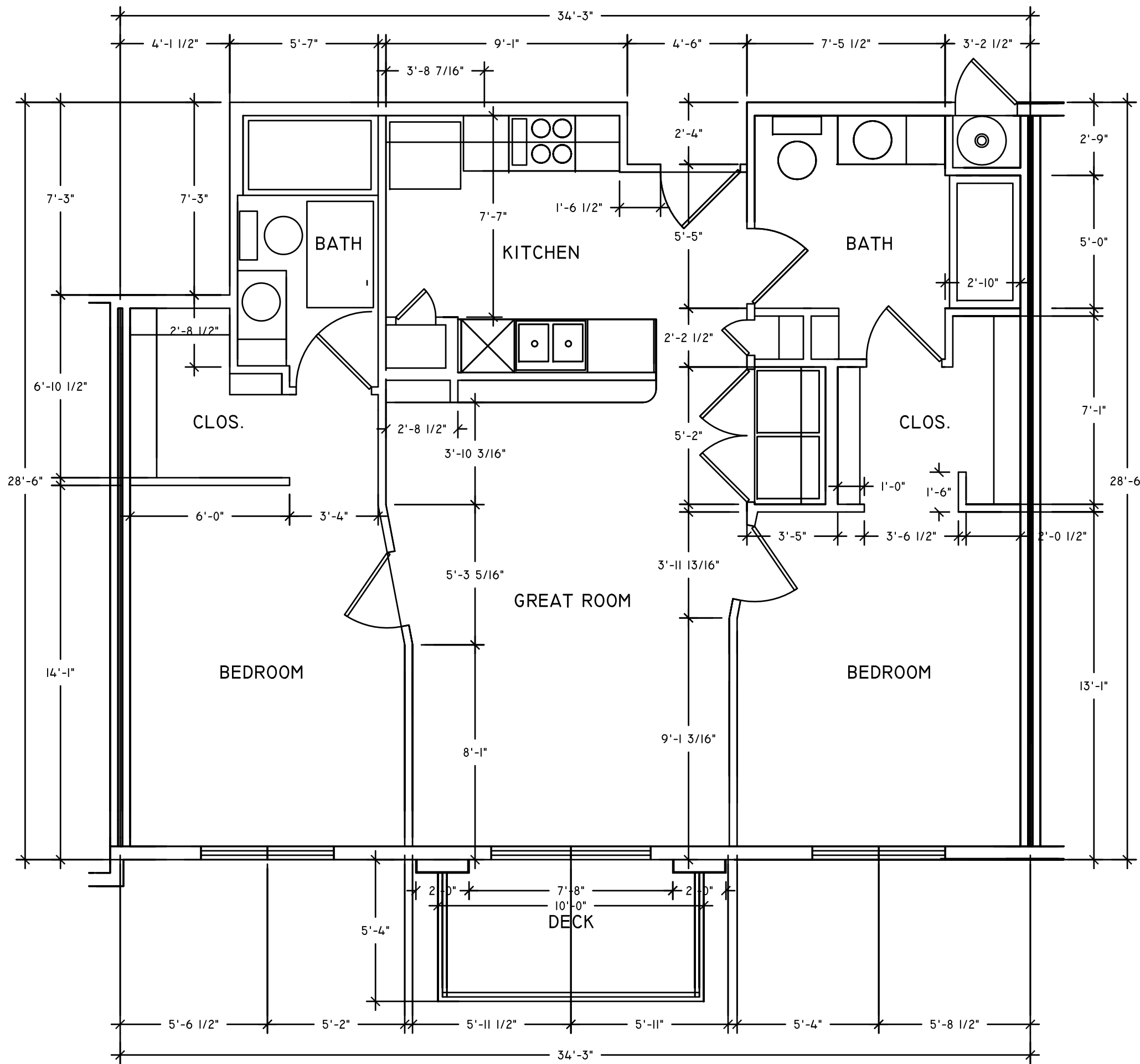
TYPICAL
APARTMENT
UNITS

SHT. NO.

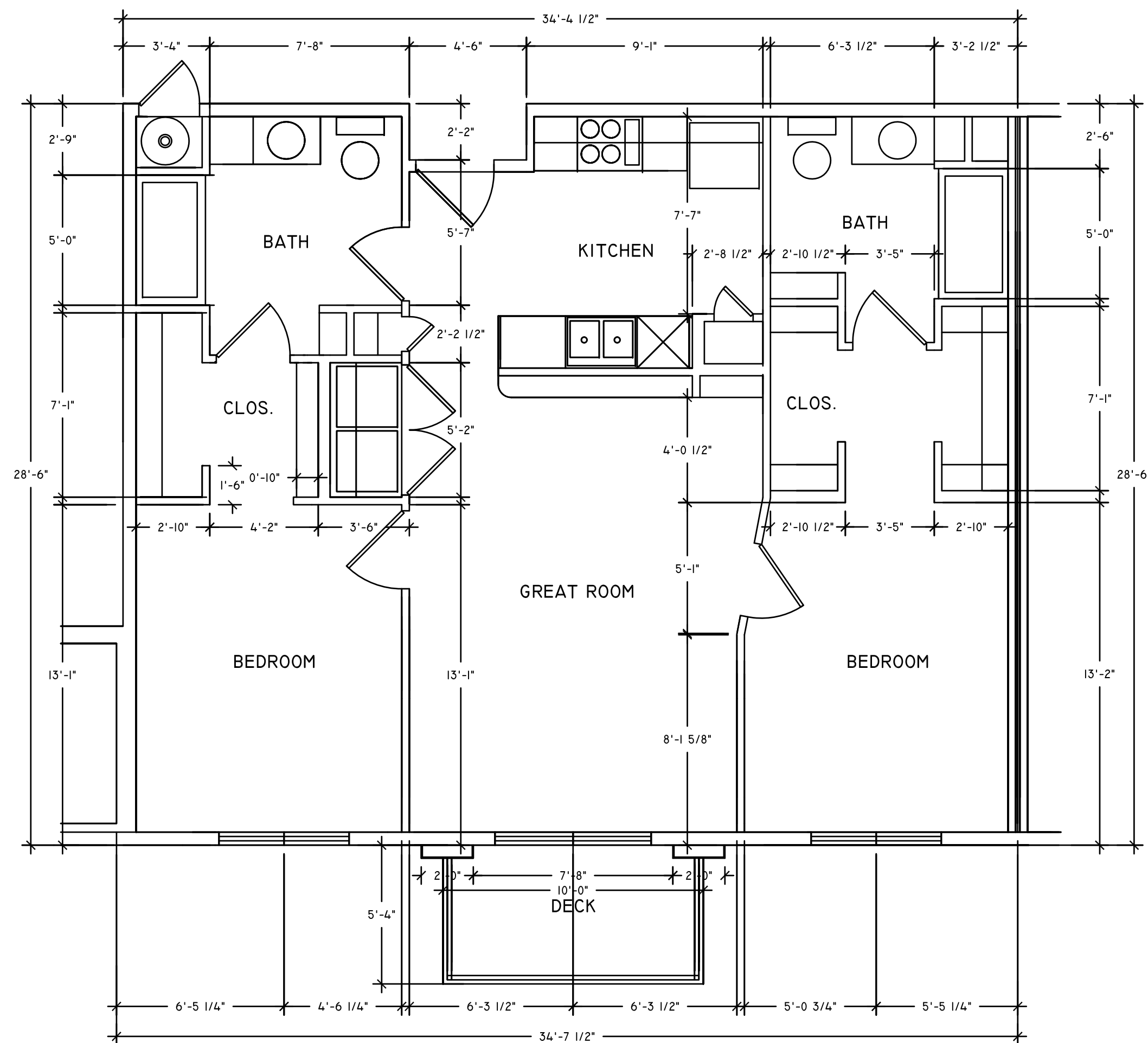
A08



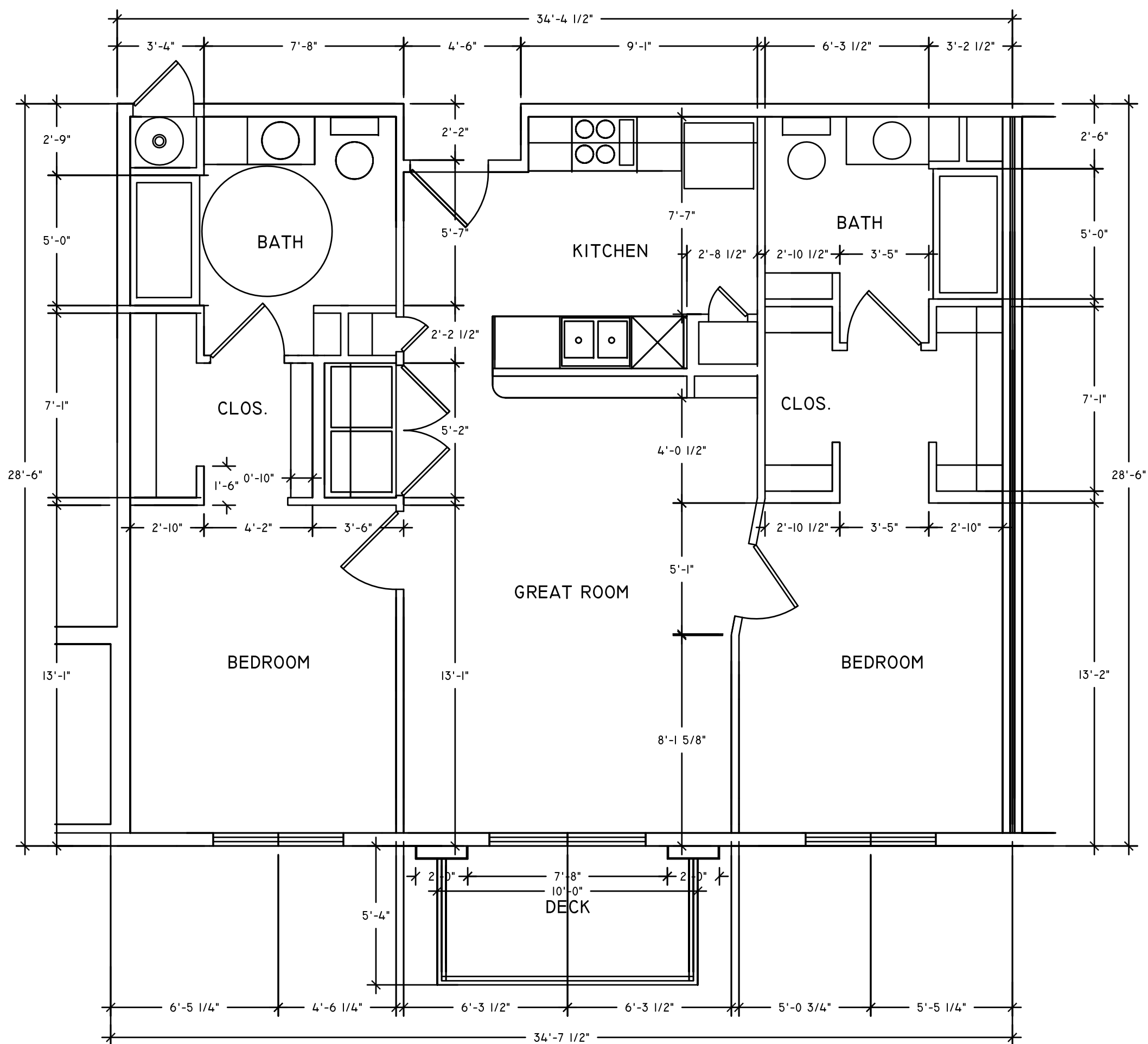
UNIT 6 ONE BEDROOM 'A'
(2) REQUIRED



UNIT 7 TWO BEDROOM 'B'
(8) REQUIRED



UNIT 8 TWO BEDROOM 'B'
(7) REQUIRED



UNIT 9 TWO BEDROOM 'A'
(1) REQUIRED

STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY

TBH

DATE

3/1/2021

SCALE

1/4"=1'-0"

SHEET TITLE

TYPICAL
APARTMENT
UNITS

SHT. NO.

A09

STAMP

REVISIONS

@2100 APARTMENTS PHASE II
(160) UNIT APARTMENT COMMUNITY
1967 SOUTH 300 WEST
SALT LAKE CITY, UTAH

TERRY B.
HILTON
ARCHITECT

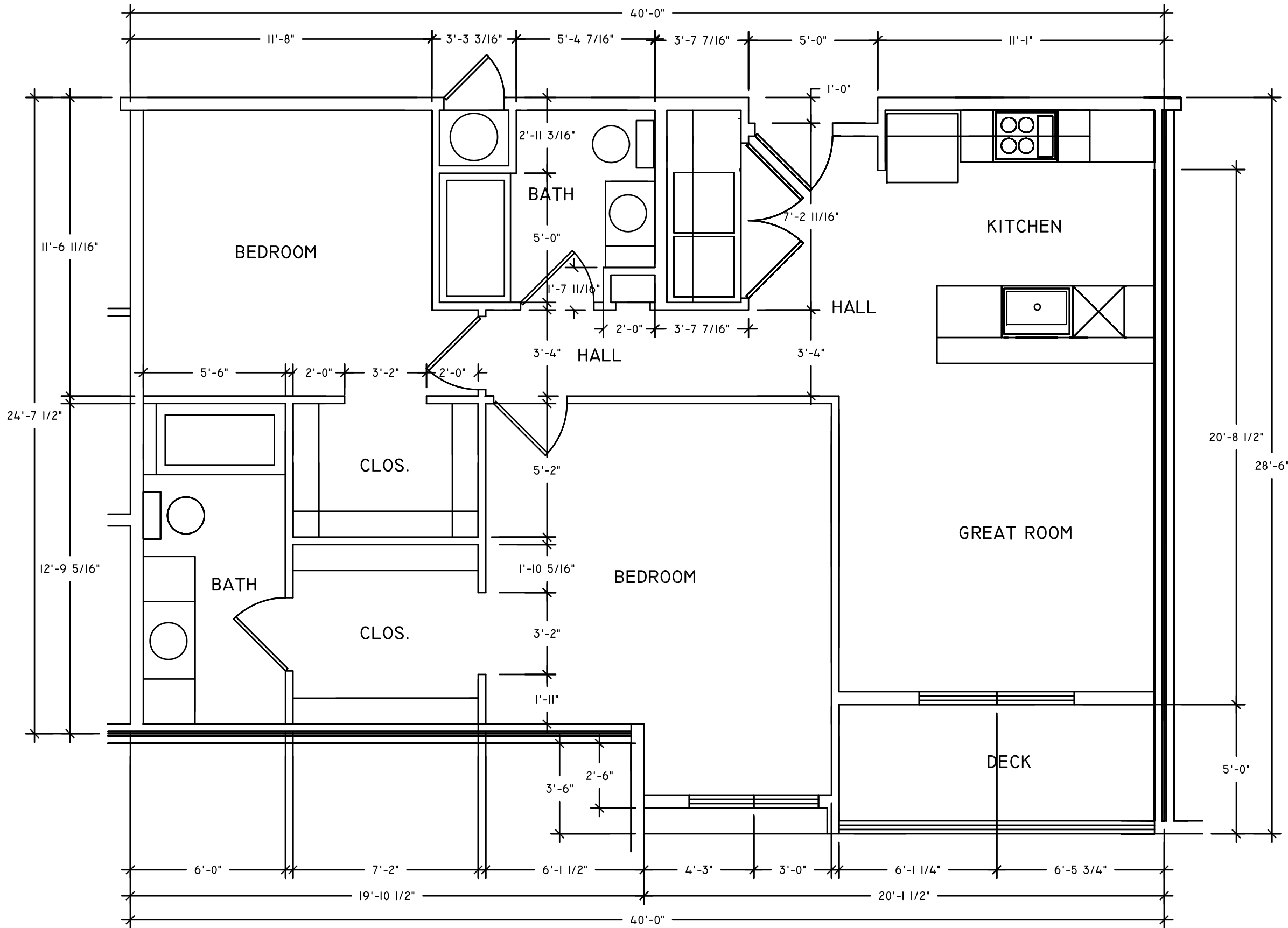
3122 E. WHITEWATER DR.
SALT LAKE CITY, UTAH
84121
(801) 671-0406

DRAWN BY
TBH
DATE
3/1/2021
SCALE
1/4"=1'-0"

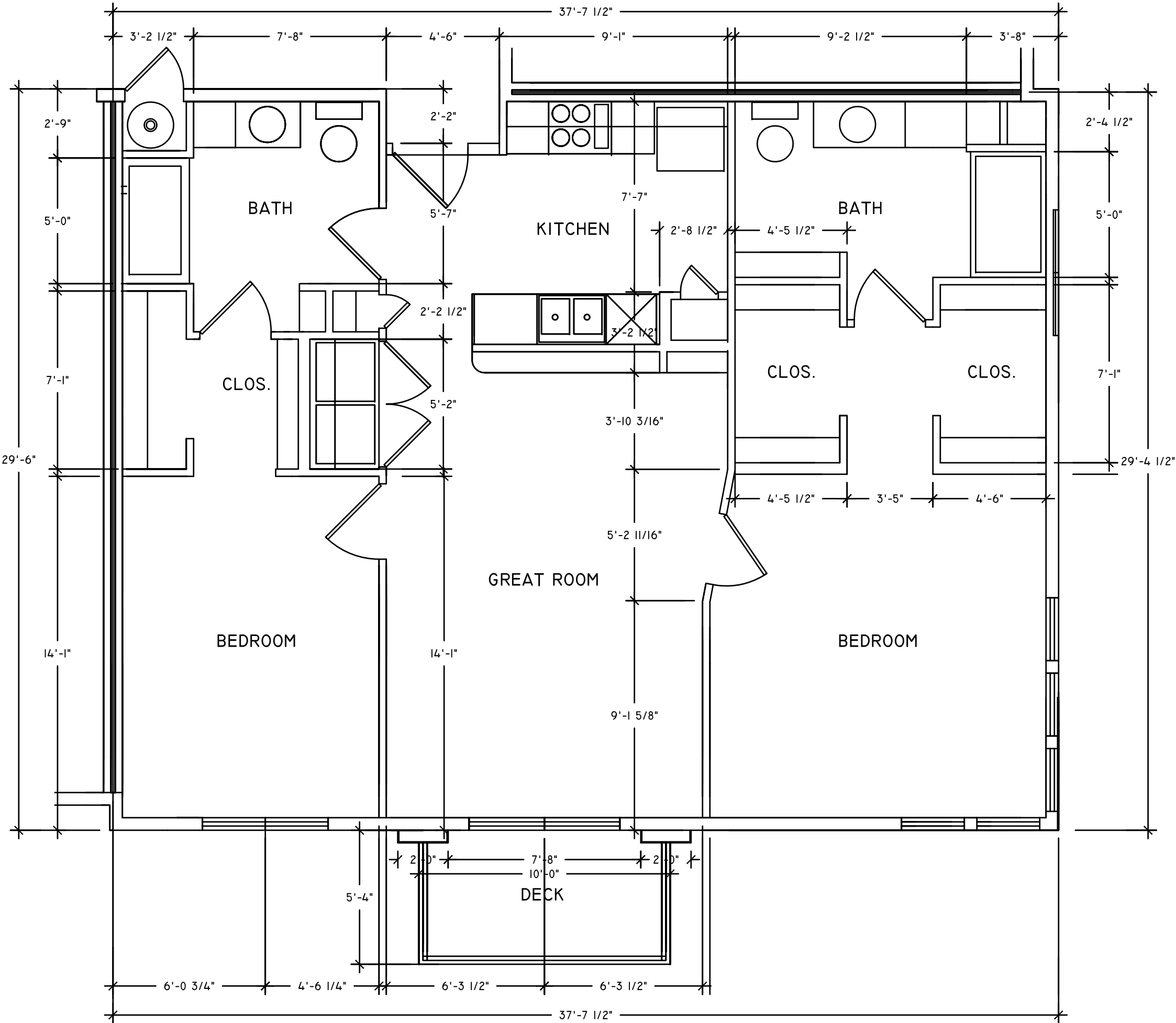
SHEET TITLE

TYPICAL
APARTMENT
UNITS

SHT. NO.
A10



UNIT 10 TWO BEDROOM 'B'
(8) REQUIRED



UNIT 11 TWO BEDROOM 'B'
(8) REQUIRED

ATTACHMENT E:

Additional Information & Narrative

@2100 II Planned Development Application

Project Description

Project Overview

@2100 II is a transit-friendly apartment community consisting of 160 luxury apartment homes including a range of studio, one-bedroom and two-bedroom floorplans. The land for this proposed development sits on 1.98 acres located at 1967 South 300 West in the People's Freeway Neighborhood of the Central Community District near the Central Pointe Trax Station. Parcel #15-13-453-024. The density of this development is $(160/1.98)$ 81 units per acre.

The intent and design of @2100 II is to create a beautiful focal point and flagship development in the community. This will be accomplished with an attractive architectural design and use of upscale building materials such as glass, stone and natural wood-like Hardie Board. The building's architecture will incorporate breaks in wall planes, balconies, changes in exterior materials, projections, distinctive cornices, parapets and feature a rooftop terrace for resident gatherings, relaxation and 360-degree views to surrounding mountains and valley.

The renderings included with this application demonstrate the developer's intention of upgrading the streetscape to coordinate with the planned renovation of 300 West. @2100 II will replace the current retail warehouse building built in the 1960's and considered relatively blighted in comparison to all of the new businesses and residential communities that have been built recently along 300 West.

@2100 II will be a gathering place for residents and their guests which will include an interior courtyard featuring attractive landscaping, a sparkling swimming pool, relaxing hot tub, and welcoming waterfall. The 5,000 sq. ft. resident community center will host a social activity lounge that will look out into the courtyard, a state-of-the-art fitness and yoga center, mail and package room, and leasing office. Two modern elevators on each side of the resident community center will shuttle residents from the two level, climate-controlled parking garage to the four residential levels above the garage.

All exterior entrances will feature remote access control allowing residents to admit guests and deliveries via a special app on their smartphone. Cutting edge, fiber optic high-speed internet will deliver user-friendly seamless broadband throughout the community and courtyard allowing residents to stream their favorite shows and music, the moment they enter @2100 II, Luxury Apartment Community. The property will be pet-friendly with a dedicated outdoor pet park featuring our famous "Fido hydrant" for residents and their pets to enjoy. Inside the community, residents will have access to a Pet Wash & Grooming Station. Cycling enthusiasts will enjoy a fully equipped Bicycle Repair Shop and Bike Storage Facility located on the main garage level.

This new apartment community will help meet the increasing demand for apartment living and replace the aging inventory of many apartment buildings in Salt Lake City. Additionally, due to its location and

construction, @2100 II will be much more affordable than comparable units in the downtown Salt Lake and Sugarhouse areas.

Land Description

The current property owners have been at this location since 1980. These owners have witnessed the gradual transformation of the neighborhood from a light industrial, manufacturing and warehousing submarket to a vibrant commercial retail district and envision @2100 II to be the catalyst of bringing in much needed consumer spending and transit-friendly living to this improving neighborhood.

This property and the land adjacent to it down to 2100 South has been designated by Salt Lake City as High-Density Transit Oriented Development (50 or more dwelling units/acres) per the Central Community Future Land Use Map adopted November 1, 2005.

The current rental market is looking for living environments that have generous access to public transportation as well as to modern amenities within the community to enhance their lifestyle. @2100 II is a development that combines these two needs seamlessly.

Zoning District Compliance & Variance

The subject property is currently zoned Commercial General (CG), which purpose is to “provide an environment for a variety of commercial uses, some of which involve the outdoor display/storage of merchandise or other materials. The district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office, residential, heavy commercial and low intensities of manufacturing and warehouse uses.” We have been advised there are no specific architectural requirements for the CG zone in this area. Nonetheless, our design process has been cognizant of meeting requirements such as building setback and landscaping. The developer is requesting a variance to the design standards for the following:

Landscaping- The intent of the development is to meet or exceed the percentage requirement of landscaping. However, the normal placement of landscape locations is difficult to meet on the east and south sides of the site plan. The east side is bordered by a driveway that is shared by a recorded, access agreement with four separate parcels including Sam’s Club, the parcel directly north of this property, @2100 Apartments and the current property owner. The area just east of the access road is landscaped by Sam’s Club and @2100 Apartments with trees, shrubs and grass. The south side of the property provides an ADA access route for pedestrians between @2100 Apartments and 300 West. The row of parking adjacent to the sidewalk will have landscape islands between sets of parking spaces. The developer’s emphasis will be to create a beautifully landscaped park in the setback area along 300 West. As can be seen in the rendering, the intent is to provide an oasis of green trees, shrubs and grass in front of @2100 II. This will be complimented with a new 8’ wide sidewalk provided by the 300 West Renovation Project and an attractive decorative fence along the new sidewalk. Our goal is to create an eye-pleasing

enhancement to the neighborhood along 300 West complimented by the new planned street improvements as mentioned later in this narrative.

Primary Entrance Variance- As shown on the site plan, the community building, nestled between the east and west wings of the main residential buildings will serve as the primary entrance to the property. A main entrance to the leasing office lobby and two residential entrances will provide access to the @2100 II building. This will provide safe and easy, off-street parking for visitors and residents out of the busy 300 West traffic. In addition, this allows for the green-scape area in front of the building along 300 West.

Building Height Variance- The parking structure will provide a much appreciated, climate-controlled environment for residents to park out of the elements and easy access via the elevators to the resident community center below and the four residential levels above the garage. In order to accomplish this by minimizing the amount of surface parking, the developer is requesting a height variance, exceeding the 60-foot limit, as shown on the building elevation drawings.

Transportation

Public Transportation

@2100 II is only one-quarter mile walking distance to the Central Pointe Station located at 221 West 2100 South. Central Pointe is the only UTA Station in Salt Lake County that serves the Red, Blue, Green Trax lines as well as the S-Line Street Car (formerly known as the Sugarhouse Street Car). According to a UTA May 2015 report, the Central Pointe Station records an average of 13,718 Daily Stop Activity while the Street Car records a 1,348 Average Daily Stop Activity. The Daily Stop Activity is defined as boarding and alighting. Additionally, UTA reports 913 Daily Bus Stop Activity.

@2100 II residents will have premium access to all TRAX lines and S-Line and its 50 (and growing) stations that service Salt Lake County. Our residents will be able to go from the Salt Lake International Airport all the way to downtown Salt Lake City, Daybreak, the University of Utah, West Valley City, Draper, and Sugarhouse.

Auto

One of the real advantages of living at @2100 II is the close proximity of the public transportation and the interstate freeway system. The benefit is that it will help relieve the pressure of automobile traffic on city streets. The subject property is near the 2100 South and 300 West intersection as well as the "Spaghetti Bowl" freeway where I-15 and I-80 interchange. According to UDOT traffic counts in 2020, 2100 South and 300 West posted a daily average of 25,556 and 15,980 auto activity, respectively. Meanwhile I-15 and I-80 boasted a 287,320 and 150,998 average daily traffic.

As the current property owner will remain a partner in the new development and is currently a partner in the new @2100, 82-unit apartment community completed in the spring of 2020; it is intended to

have a shared parking agreement for a portion of the surface parking between the two communities. This would be primarily for visitors and excess/overflow parking as needed.

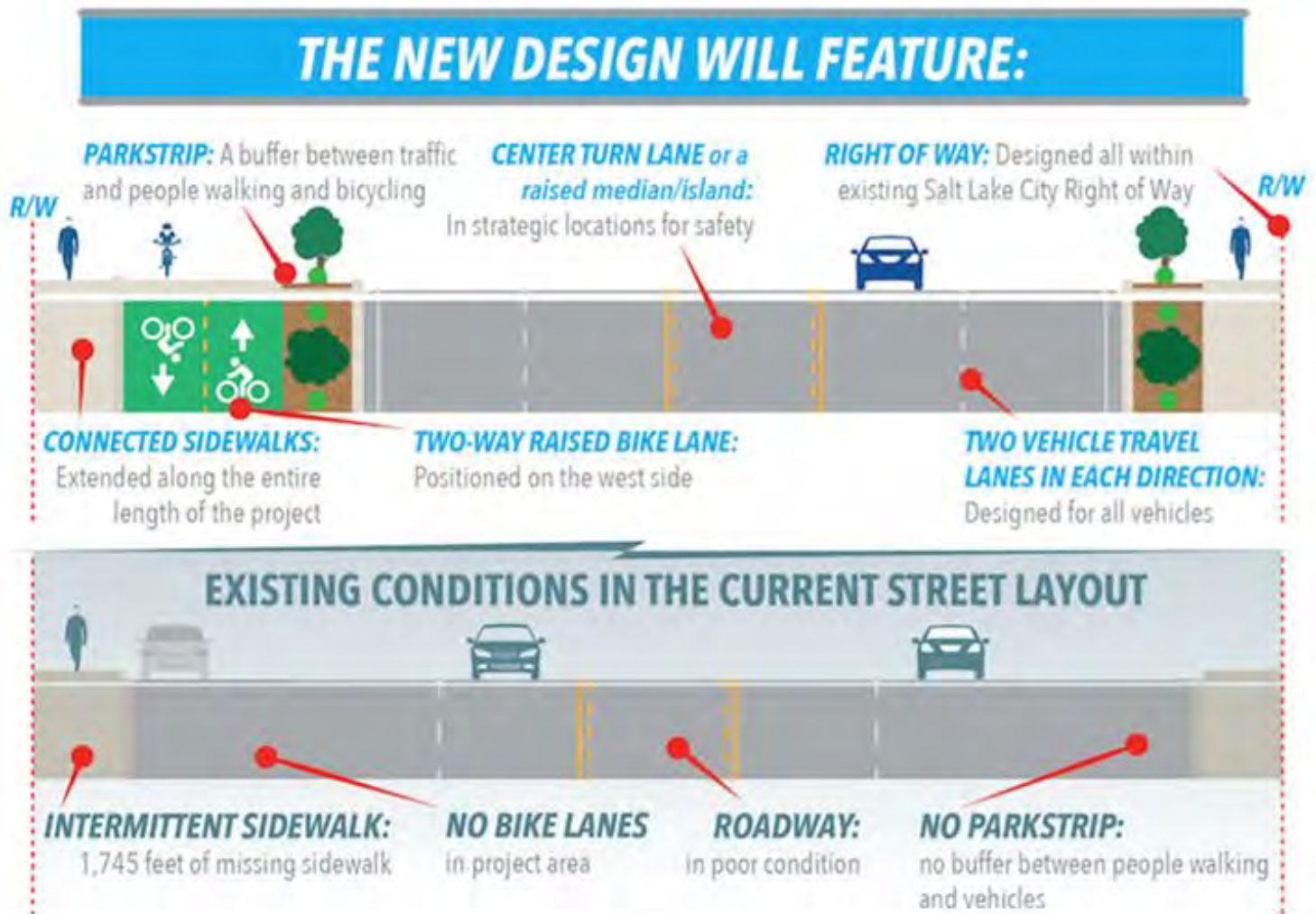
The current property owner and Sam's Club already have a Reciprocal Access Agreement recorded, which will allow @2100 II residents a safer ingress/egress onto 300 West at the Hartwell Avenue intersection and stop light. With the planned addition of a raised median along 300 West to prevent the countless number of "left turn" accidents from Home Depot's curb cut, this access point will mitigate all traffic going north on 300 West when exiting the @2100 and @2100 II properties.

Salt Lake City's Master Transit Plan, adopted by the City Council in December 2017, "recommends developing a Frequent Transit Network to optimize the City's strong street network grid, making local transit trips more efficient, and placing 75% of the city's future residents and jobs withing a quarter-mile walk of transit. ... The Plan also integrates Salt Lake City's rail and bus planning with its bicycle and pedestrian plans and capital priorities."



As shown on the aerial photo above, @2100 II is less than one-quarter mile walking distance to the UTA Central Pointe Station.

One of those capital priorities is the 300 West, Street Renovation Project. This will span from 2100 South, north to 900 South. This improvement and beautification project will create bicycle lanes, new ADA accessible sidewalks on both sides of the street, landscape park strips and medians at intersections to control traffic and reduce accidents. The 300 West Renovation Project is slated to begin in 2021.



Ingress & Egress

As shown in the aerial photo below, the property's ingress and egress to 300 West will be through two access points. With the new concrete median planned for 300 West from Hartwell to 2100 South, northbound traffic will be able to turn right into the property, or continue on to the intersection at Hartwell Ave. Southbound traffic will be able to safely make a left turn on Hartwell and proceed to the east side of the property. Parking will consist of approximately 176 parking stalls in the two-level garage along with additional surface parking spaces.



EV (Electric Vehicle) Charging Stations

The Developers of @2100 II are strong proponents of incorporating EV charging stations in the parking garage as they have done in other developed apartment communities. The photo below shows some of the Level 2 Charging Stations installed in the 144-unit Tower View Apartments downtown Ogden, Utah. Similar installations or EV-Ready preparations have been made in our new developments in Clearfield, Salt Lake and St. George. Residents with electric vehicles can purchase prepaid charging accounts through a service provider. As the popularity for electric vehicles increases over the coming years, @2100 II will be ready to meet the demand.



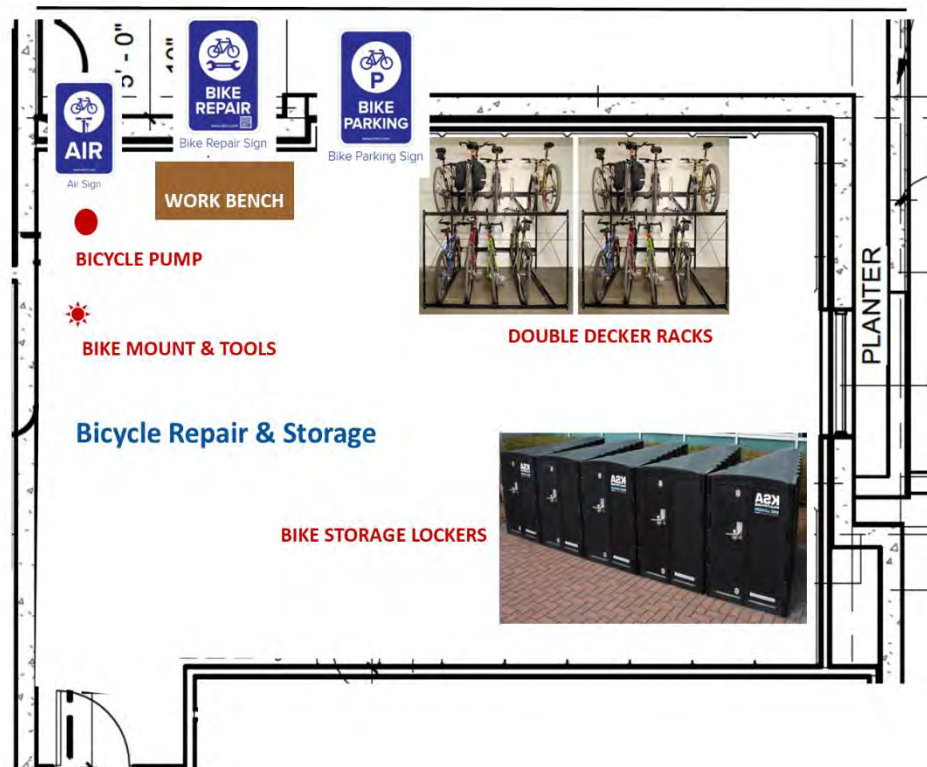
Solar (Photo Voltaic) Power

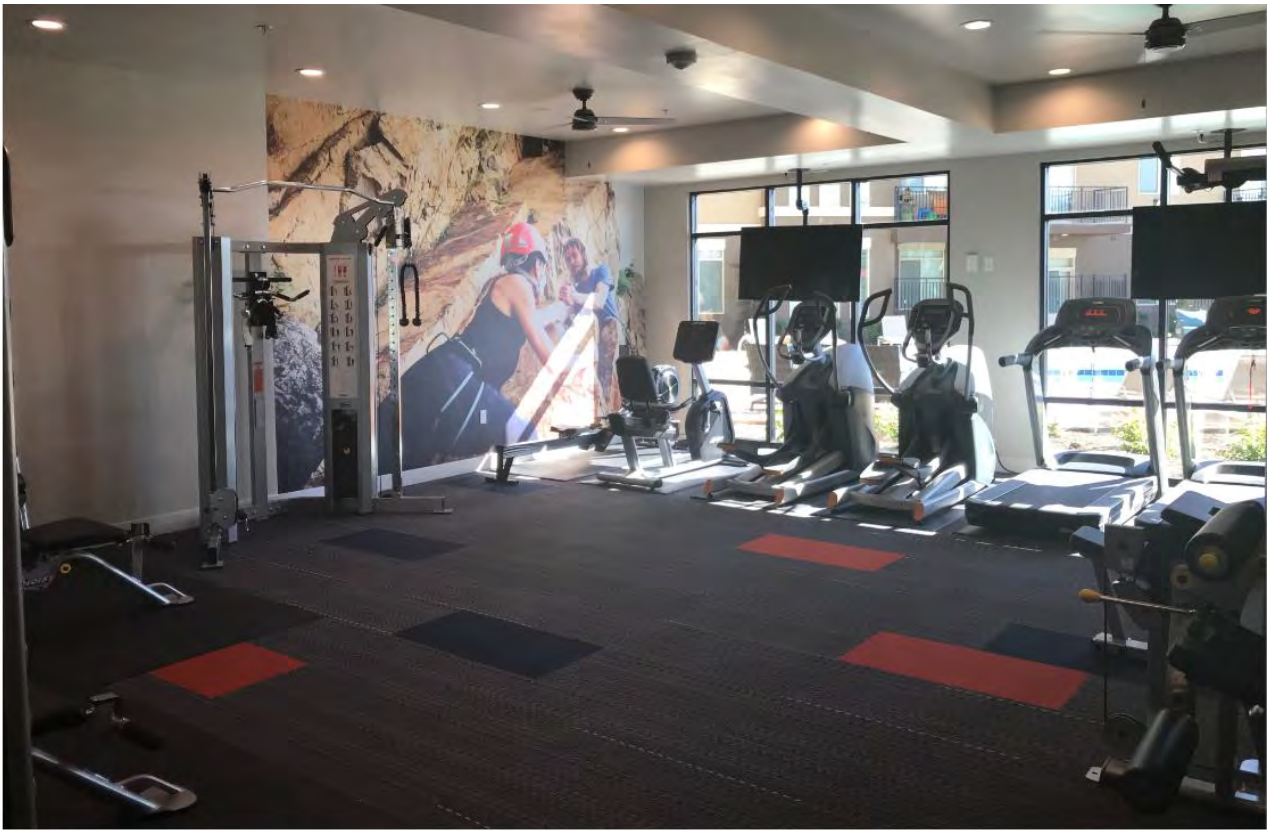
As can be seen in the photo above, the Developer not only installed EV Charging Stations in the previously mentioned properties, Solar Panels were also installed on the roofs of the Ogden and Clearfield communities as well as @2100 Apartments. In addition to providing power to all common areas, all of the top floor (21 units) @2100 Apartments are solar powered. The Developer strongly believes in reducing the carbon footprint with Solar Power and EV Charging Stations. The Developer will follow its same pattern for development at the new @2100 II luxury apartment community by including all of these Solar and EV features and more.



@2100 Apartment Community Completed Spring 2020

Other On-Site Amenities





Gathering & Activity Lounge



Roof Top Patio



Courtyard Hot Tub, Swimming Pool, BBQ's & Picnic Area

Economic Development for Salt Lake City

@2100 II is within a mile radius of several major employers in Salt Lake City. It is our intention to help Salt Lake City's economic growth by retaining its workforce within its city limits where not only they will work and reside but also shop, socialize, enjoy entertainment and recreate.

Proximity to Major Employers and Retailers in Salt Lake City

The following major employers and retailers are all within a one-mile radius of @2100 (listed alphabetically)

- Ashley Home Furnishing
- Cash & Carry
- Costco
- Chuck-E-Cheese
- Downeast Outfitters Headquarters and Outlet
- Home Depot
- Lowe's Home Improvement
- OC Tanner
- Oakland Construction
- PetSmart
- PraxAir
- Salt Lake Community College
- Salt Lake County Government Center
- Sam's Club
- Target
- Utah Brewers Cooperative
- Wal-Mart
- Zurcher's

Additionally, @2100 II residents will have direct access by TRAX to the many employers and retail sites in downtown Salt Lake City.

Proximity to Entertainment Amenities in Salt Lake City

Whether the typical @2100 II resident wants to catch a Jazz, Utes or Bees game or a show within the Cultural Core, they can do so easily without driving a car. The following Entertainment Amenities that are accessible by Trax include but are not limited to:

- Abravanel Hall (home of the Utah Symphony)
- Capitol Theater (home of Ballet West and Utah Opera)
- Clark Planetarium
- Discovery Gateway
- Gallivan Center (Summer Concerts, Ice Skating in the Winter)
- Kingsbury Hall/Libby Garner Hall
- Pioneer Park (Downtown Farmers Market and Twilight Series Concerts)
- Pioneer Theater
- Rice Eccles Stadium/Huntsman Center (University of Utah Athletics)
- Rose Wagner Theater (home of various dance and play companies)
- Smith's Ball Park (home of the Salt Lake Bees)
- Spy Hop
- The Eccles Theater (Home of Broadway at the Eccles, Concert and Lecture Series)

- The Leonardo
- Utah Museum of Contemporary Art
- Utah Museum of Fine Arts
- Vivint Smart Home Arena (home of the Utah Jazz and host to a myriad of concerts and entertainment shows)

Proximity to Recreational Amenities in Salt Lake City

Salt Lake City offers a plethora of recreational amenities which make it an attractive location for an active workforce. These include but are not limited to:

- Glendale Golf Course
- Nibley Park Golf Course
- Bike trails/paths/Greenway Project
- Parks
- Parley's Trail
- Provo-Jordan River Parkway

Conclusion

The proposed @2100 II Luxury Apartment Community will replace an old blighted warehouse building with a fresh, modern look along 300 West. It is ideally located for its residents to seamlessly connect their living, work, recreational and entertainment lifestyles. In addition to protecting and improving the quality of life for everyone, @2100 II will help meet the demands of a growing population and lend itself to public transportation opportunities and reduce carbon emissions in the valley.

@2100 II Luxury Apartment Community will lead the change from the area being the People's Freeway Neighborhood to the People's Neighborhood highlighted by increased pedestrian, bicycle and the utilization of public transportation.

ATTACHMENT F:

Property & Vicinity Photographs



Property across the street to the west.



Subject property. Existing building to be demolished.



Abutting property to the south.



Abutting property to the north.



Abutting property to the east. @2100 phase I.



Easement access to Sam's Club.

ATTACHMENT G:

Master Plan & Zoning Standards

CENTRAL COMMUNITY MASTER PLAN

The project site is located within the boundaries of the Central Community Master Plan. The Central Community Master Plan has more specific elements that directly pertain to the neighborhood where the development is proposed. The future land use map specifies that the lot proposed for the development is in an area intended for “High Density Transit Oriented Development (50 or more dwelling units/acre)”. Transit oriented development is defined in the plan as: ...a land use and urban design approach that emphasizes a mix of land uses with pedestrian access located near light rail stations.

Mixed land uses include residential, retail, office, cultural, institutional, and open space. Transit oriented development districts create a walkable environment that encourages residents and employees to use modes of transit other than the automobile.

In the long term, this type of development can help reduce negative impacts of future regional growth on the environment because of its location. TOD can assist in revitalizing neighborhoods in the Central Community, especially when retail, residential, and office uses are combined to support existing neighborhood characteristics.

The proposed development meets the high density (50+ units per acre) the proposal is for a 160-unit residential building on 1.98 acres of land, with a density of (160/1.98) 81 units per acre. While this project does not have a mixed-use component, it is in an area dominated by commercial uses with two large retailers located just to the west and east of the proposed structure. Residents living in the area will help provide balance to the neighborhood.

CITYWIDE HOUSING PLAN

The City recently adopted a citywide housing master plan titled *Growing SLC: A Five-Year Housing Plan 2018-2022* that focuses on ways the City can meet its housing needs in the next five years. The plan includes policies that relate to this development, including:

Objective 1: Review and modify land-use and zoning regulations to reflect the affordability needs of a growing, pioneering city

- Increasing flexibility around dimensional requirements and code definitions will reduce barriers to housing construction that are unnecessary for achieving city goals, such as neighborhood preservation.
 - *1.1.1 Develop flexible zoning tools and regulations, with a focus along significant transportation routes.*
 - *1.1.2 Develop in-fill ordinances that promote a diverse housing stock, increase housing options, create redevelopment opportunities, and allow additional units within existing structures, while minimizing neighborhood impacts.*

Allowing additional height through the Design Review is a zoning tool that provides flexibility in the zoning standards and a way to provide added housing that would normally not be allowed through strict application of the zoning code.

PLAN SALT LAKE

The City has an adopted citywide master plan that includes policies related to providing additional housing options. The plan includes policies related to growth and housing in Salt Lake City, as well as related policies regarding air quality:

Growth:

- *Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.*
- *Promote infill and redevelopment of underutilized land.*
- *Accommodate and promote an increase in the City's population.*

Housing:

- *Access to a wide variety of housing types for all income levels throughout the City, providing the basic human need for safety and responding to changing demographics.*
- *Increase diversity of housing types for all income levels throughout the city.*
- *Increase the number of medium density housing types and options.*
- *Enable moderate density increases within existing neighborhoods where appropriate.*

Air Quality:

- *Increase mode-share for public transit, cycling, walking, and carpooling.*
- *Minimize impact of car emissions.*
- *Reduce individual and citywide energy consumption.*

Staff Discussion: The proposed multi-family development generally satisfies the Housing Plan Central Community Master Plan and Plan Salt Lake by providing dense housing near a transit stop.

This project meets each of the listed initiatives. It is in an area of the city with existing infrastructure and provides more diversity of uses by locating residential units in an area dominated by commercial. It is a good example of infill development on underutilized land that accommodates the increasing population of the City. This project should reduce automobile dependency by developing in an area well served by various transit options. Few locations within Salt Lake City provide such varied and convenient transit options. The proximity to such major roads lessens automobile impacts by enabling drivers to easily access other arterial streets and highways without having to pass through small neighborhoods.

CG – General Commercial Zoning District

The subject property is located within the CG – General Commercial zoning district. The purpose of the CG district from Chapter 21A.26.070 follows:

The purpose of the CG General Commercial District is to provide an environment for a variety of commercial uses, some of which involve the outdoor display/storage of merchandise or materials. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office, residential, heavy commercial and low intensities of manufacturing and warehouse uses. This district is appropriate in locations where supported by applicable master plans and along major arterials. Safe, convenient and inviting connections that provide access to businesses from public sidewalks, bike paths and streets are necessary. Access should follow a hierarchy that places the pedestrian first, bicycle second and automobile third. The standards are intended to create a safe and aesthetically pleasing commercial environment for all users.

CG Development Standards – Summarized from Chapter _____

Requirement	Standard	Proposed	Compliance
Lot Area/Lot Width	10,000 square feet/60 feet wide	Lot Area – 86,248 square feet Lot Width – 287 feet	Complies
Front Yard -	10 feet	18 feet	Complies
Side Yard	0 feet	North: 24feet 4.75 inches South: 71 feet	Complies
Rear Yard	10 feet	10 feet & 26 feet	Complies
Maximum Height	60 feet by right or up to 90 feet when approved through the Design Review process	77 feet-3 inches to top of parapet	Complies: Pending Planning Commission approval for additional height
Landscape	If additional floors are approved, increased landscaping shall be provided over and above that which is normally required. The amount of increased landscaping shall be 10% of the area of the additional floors.	Required landscape is 7,796 square feet. Plus the 10% of square footage from building height is 3,220 square feet. Total required landscape is 11,016 square feet. The proposal is for a total of 11,888 square feet which is above the required landscape.	Complies

Landscape Yard - Front	10 feet	18 feet & 34 feet	Complies
Landscape Yards - Sides	Not required	South: 7 feet North: none	Complies
Design Standards	<p>The CG zone requires that the following design standards found in Chapter 21A.37 be met.</p> <ol style="list-style-type: none"> 1. Building entrances (at least 1 per street facing façade) 2. Parking lot lighting must be shielded to adjacent residential properties. <ul style="list-style-type: none"> • Poles should be not higher than 16 feet in height. • Globe must be shielded, and the lighting directed down. • Lightproof fencing is required adjacent to residential properties. 	<p>The building will have one main street entrances with two additional entrances on the front façade.</p> <p>Exterior lighting is downlit, or 90 degree horizontal, and will be attached to the exterior building wall. Fencing between parking lots will remain the same. Distance from wall mounted lights and adjoining residences is approximately 135 feet.</p> <p>Staff's opinion is that the proposal meets the intent of the standard.</p>	Complies
Off-Street Parking Requirements	<p><u>Minimum</u> – 0.5 spaces for a studio, one space for a one bedroom and two spaces for a two (or more) bedroom unit. (175 stalls total required for this project)</p> <p><u>Maximum</u>- 25% more than minimum (219 for this project)</p> <p><u>Electric Vehicles</u>- 1 stall per 25 vehicles</p> <p><u>Bike Parking</u>- 5% of total parking provided</p> <p>(The Central Point Station is located within ¼ mile of the site, the applicant is eligible to utilize parking reduction)</p>	<ul style="list-style-type: none"> • 217 parking stalls provided. • 16 electric vehicle ready stalls. • 10 bike parking provided. 	Complies
Parking Lot Landscaping	Minimum Size: Interior parking lot 120 square feet and 5 feet in width.	5% of parking area for landscaping is 460 square feet. Project is providing 495 square feet of parking landscape.	Complies

Parking Landscape Perimeter	7 feet	The proposal will have a parking lot on the south side and a 7-foot parking perimeter landscape will be provided.	Complies
Ground Mounted Utility Boxes	Not in the front yard	Will be located on the east side of the building and always from the street view.	Complies
Dumpster and Recycling		Located on the rear of the property.	Complies

ATTACHMENT H:

Analysis of Standards – Design Review

DESIGN REVIEW STANDARDS – Planning Application PLNPCM2020-00662

21A.59.050: Standards for Design Review: The standards in this section apply to all applications for design review as follows:

For applications seeking modification of base zoning design standards, applicants shall demonstrate how the applicant's proposal complies with the standards for design review that are directly applicable to the design standard(s) that is proposed to be modified.

For applications that are required to go through the design review process for purposes other than a modification to a base zoning standard, the applicant shall demonstrate how the proposed project complies with each standard for design review. If an application complies with a standard in the base zoning district or with an applicable requirement in chapter 21A.37 of this title and that standard is directly related to a standard found in this section, the Planning Commission shall find that application complies with the specific standard for design review found in this section. An applicant may propose an alternative to a standard for design review provided the proposal is consistent with the intent of the standard for design review.

Standard	Finding	Rationale
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.	Complies	<p>The intent of the General Commercial zoning district found in Section 21A.26 speaks to the commercial aspects of the zone. Residential uses are only addressed in a limited way. The purpose does include a statement on the desire for a mix of land uses which provide economic development opportunities. The purpose of the zone also speaks to a hierarchy that considers pedestrians first, bicycles second and automobiles third.</p> <p>The proposed multi-family housing is a permitted use in the CG zone. This building will be taller than neighboring structures, but most of the neighboring parcels are high intensity with several "big box" commercial businesses. This project will complement existing buildings and will provide added density to the neighborhood in a manner that is compatible to the existing neighborhood with little negative impacts.</p> <p>The height and scale of the proposed development is appropriate and reasonable given the context of the site in the CG zoning district.</p>

<p>B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.</p> <ol style="list-style-type: none"> 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot). 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood. 3. Parking shall be located within, behind, or to the side of buildings. 	<p>Complies</p>	<p>The applicant has changed the design of the building to create a main entrance facing 300 West. Two additional building entrances will face the public sidewalk. Two of the entrances will provide access to a lobby, stairway, elevator, parking garage, restroom, conference/reception rooms and office/leasing rooms. The third entrance will access the inside parking only.</p> <p>There will be a secondary entrance on the south side that will face a parking lot. Parking will be located within the building and a parking lot on the south side of the building.</p> <p>The front façade of the building is approximately 192 feet wide and approximately 34 feet front yard setback from the property line, except for 70 feet and 3 inches of the façade that pops out 16 feet to create the main entrance with approximately 18 feet front yard setback.</p> <p>The landscape in the front yard will include trees at a ratio of one tree per 16 feet along the sidewalk. The right-of-way for the sidewalk is too narrow and there will be no room to plant trees in the right-of-way. The proposal is to plant extra trees beyond what is required in the front yard since there isn't room in the right of way.</p>
<p>C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.</p> <ol style="list-style-type: none"> 1. Locate active ground floor uses at or near the public sidewalk. 2. Maximize transparency of ground floor facades. 3. Use or reinterpret traditional storefront elements like sign bands, clerestory glazing, articulation, and architectural detail at window transitions. 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>Complies</p>	<p>The building has been designed with street level glass and an overhanging canopy to provide pedestrian engagement. At the ground floor level there are three pedestrian entrances. Two of the entrances provide access to a lobby, stairway, elevator, parking garage, restroom, conference/reception rooms and office/leasing rooms. The design also includes balconies from the 3rd floor and up to facilitate more eyes on the street.</p> <p>The required support functions such as the parking and garbage drop off areas are located out of site within the building itself or on the rear of the building.</p>

		<p>The CG zoning district is not one that includes design standards in Chapter 21A.37 that specify that a certain percentage of glass is required or that active ground floor uses, or commercial space are a requirement. However, the amount of glass being provided on the street facing level, at the pop out is approximately 60%. On the rest of the front façade the amount of glass is closer to 37.5%. Except for the faux windows on the corners, the glass provides visibility into the space to facilitate pedestrian interaction and eyes on the street. On the CG zoning district, it requires glass but does not specifies that it needs to be windows or doors.</p> <p>The awnings above and the clerestory-like transom windows of the second story help ground the building and reinterpret traditional storefront elements.</p> <p>No outdoor plazas or gathering spaces have been proposed within the front (10-foot) setback. An outdoor courtyard will be located between the building towers on the top of the parking deck. This amenity will face the parking lot.</p> <p>Staff is of the opinion that the proposed design meets this standard.</p>
<p>D. Large building masses shall be divided into heights and sizes that relate to human scale.</p> <ol style="list-style-type: none"> 1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis. 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height. 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals. 4. 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. 	Complies	<p>1. The proposed building will be taller than other existing building in the area. However, the building's architecture will incorporate breaks in wall planes, balconies, changes in exterior materials, projections, distinctive cornices, parapets and a courtyard that will create a deep building inset to help break up the building length and mass along the south elevation.</p> <p>2. The building will use different materials to create vertical and horizontal elements. The elements help relate the building to the pedestrian scale. The perceived height of the building is reduced through pedestrian oriented features such as the glass along the base level facing 300 West.</p>

		<p>3. The building includes balconies on all sides that help balance the solid-to-void ratio of the facades. It uses projections, material changes, and window reveals to break up solid surfaces and to create visual interest. The courtyard further helps to break up the south side elevation.</p> <p>4. The ground-level façade facing 300 West includes solid surfaces and panel glass windows. The existing neighborhood includes retail, warehouses, and apartment buildings. Retail and warehouses don't have many windows and doors and the apartment building on the rear of this site has very little openings on the ground floor where the apartment to the south has units on the ground floor with windows and doors. The solid-to-void ratio of windows and doors is a combination of the neighboring development.</p> <p>Staff is of the opinion that these standards have been met.</p>
<p>E. Building facades that exceed a combined contiguous building length of 200 feet shall include:</p> <ol style="list-style-type: none"> 1. Changes in vertical plane (breaks in facade); 2. Material changes; and 3. Massing changes. 	Not Applicable	Does not apply. The longest building façade will be approximately 192-feet long so does not exceed the 200-foot dimension.
<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. 	Not Applicable	None provided. This standard is not applicable.

<p>G. Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive City skyline.</p> <ol style="list-style-type: none"> 1. Human scale: <ol style="list-style-type: none"> a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans. b. For buildings more than three (3) stories or buildings with vertical mixed use, compose the design of a building with distinct base, middle and top sections to reduce the sense of apparent height. 2. Negative impacts: <ol style="list-style-type: none"> a. Modulate taller buildings vertically and horizontally so that it steps up or down to its neighbors. b. Minimize shadow impacts of building height on the public realm and semi-public spaces by varying building massing. Demonstrate impact from shadows due to building height for the portions of the building that are subject to the request for additional height. c. Modify tall buildings to minimize wind impacts on public and private spaces, such as the inclusion of a wind break above the first level of the building. 3. Cornices and rooflines: <ol style="list-style-type: none"> a. Cohesiveness: Shape and define rooflines to be cohesive with the building's overall form and composition. b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings. c. Green Roof and Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system. 	<p>Complies</p>	<p>1. The building is proposed with a well-defined base, middle and top. The ground floor is defined by material, glazing and modulation. The middle is defined by material, small setback variations, fenestration, and balconies. Balconies add visual interest to the façade and provide open space for the dwelling units. The top is defined by elements such as articulation that are carried upward and end with a defined cornice.</p> <p>The building is also divided into different masses that break it up. Glazing on the corners of the building define the space.</p> <p>2. Where the building abuts a multi-family building on the south the building step backs with a courtyard element, thereby eliminating a massive single plane along the south elevation.</p> <p>The deep step back for the courtyard element on floors 3 and above help to create modulation in the design and all sides of the building include projections balconies and canopies that will help create wind breaks along the building surfaces.</p> <p>3. The building is a of a contemporary design and will have a flat roof which is cohesive with the design and will complement the roofline of the commercial buildings adjacent to it.</p> <p>The roof includes an accessible roof deck and an outdoor courtyard space as an amenity for tenants.</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>Complies</p>	<p>The project incorporates parking on the first two above ground levels of the building. Doorways from the building will lead onto the public sidewalk along 300 West. Currently the 300 West, Street Renovation Project is being implemented, it will span from 2100 South, north to 900 South. This improvement and beautification project will create bicycle lanes, new ADA accessible sidewalks on both sides of the</p>

		street, and landscape park strips. This will provide for safer pedestrian circulation to and around the site.
I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (See subsection 21A.37.050K of this title.)	Complies	Waste and recycling containers will all be located on the rear of the site and will be shielded. Other equipment such as utility boxes are proposed to be inside the parking garage.
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.	Complies – Verification at Building Permit	Primary building signage will be provided under a separate application. Compliance with signage approval is delegated to staff and will be verified at the building permit stage.
K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals. 1. Provide streetlights 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 up lighting 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.	Condition of Approval Verification at Building Permit	<p>The Design Standards in Chapter 21A.37 specify that lighting must not trespass onto adjacent properties. This standard includes provision for exterior building lighting and parking lots.</p> <p>The proposed lighting is downlit and attached to the building wall. The wall of the building would be spaced by 71 feet from the south property line. The abutting property is a residential multi-family building that is separated by landscape buffer, parking, and road. There is an existing fence between the properties that is transparent, steel posts, that is not proposed to be replaced. The impact of the light will be minimal due to the distance of the light and the residential units.</p> <p>Signage is being included as a condition of approval. Compliance with this standard will be verified at the building permit stage.</p>

<p>L. Streetscape improvements shall be provided as follows:</p> <ol style="list-style-type: none"> 1. One street tree chosen from the street tree list consistent with the City's urban forestry guidelines and with the approval of the City's Urban Forester shall be placed for each 30 feet of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the City's Urban Forester. 2. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards: <ol style="list-style-type: none"> a. Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur. b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table. c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI). 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>Complies</p>	<p>Currently the 300 West, Street Renovation Project is being implemented, however, the sidewalk being installed is narrow and there won't be room to plant trees in the public right-of-way. However, the proposed front yard landscape includes trees at a ratio equivalent of one tree every 16 feet along the sidewalk.</p> <p>There are no privately owned public spaces being provided in the development. A parking lot is being proposed on the south side yard and a 7-foot landscape buffer is being proposed on the south border and a 10-foot landscape is being proposed on portion of the rear property line. The proposed landscapes include trees, shrubs, and other planting according to the landscape plan, see Attachment D.</p>
---	------------------------	---

ATTACHMENT I:

Public Process & 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:

- The Planning Division provided a 45-day comment period notice to the Ballpark Community Council on April 21, 2021. On June 3, 2021 the Ballpark held an online meeting and invited the applicant. The consensus from the meeting was that there was no problem with the height. However, the community council took an issue with the building being sited towards a parking lot with no street engagement towards the newly reconstructed 300 West. The design of the building was changed to address this concern.
- Early notification regarding the project mailed out May 20, 2021
 - Notices were mailed to property owners/residents within 300 feet of the proposal

Notice of the public hearing for the proposal included:

- Public hearing notice mailed on September 10, 2021
- Public hearing notice posted on September 10, 2021
- Public notice posted on City and State websites and Planning Division list serve on September 10, 2021

PUBLIC INPUT

No public comments were received at the time of the publication of the staff report. Any public comments received after publication of the staff report will be forwarded to the Planning Commission.

ATTACHMENT J:

Department Review Comments

FIRE

(Ted Itchon at edward.itchon@slcgov.com)

No comments provided.

ENGINEERING

(Scott Weiler at scott.weiler@slcgov.com)

No objections to the additional height of the building.

SLC Corporation will be rebuilding 300 West this year and in 2022 as a Capitol Improvement Project (CIP). Since this private development is on the east side of 300 West, the majority of the street reconstruction work in front of it will occur next year per the current schedule. The west side of 300 West is the focus to be rebuilt in 2021.

(Eric Casperson at eric.casperson@slcgov.com)

I have included the sheet showing the road reconstruction at 1967 S 300 West, just east of Home Depot. The trees are typically up to the property owner to plant from the approved tree list from Urban Forestry. The sidewalk is being built right up to the Right of way line, so there will not be much room to plan trees in the right of way.

PUBLIC UTILITIES

(Jason Draper at jason.draper@slcgov.com)

No comments provided.

TRANSPORTATION

(Michael Barry at michael.barry@slcgov.com)

No issues from Transportation.

BUILDING CODE

(Ken Anderson at kenneth.anderson@slcgov.com)

No issues from Building Services at this time.

ZONING

(Alan Hardman at alan.hardman@slcgov.com)

This project came to a DRT meeting (DRT2020-00282) on 11/23/2020. They had questions about how the project approved behind this building at 1977 S 300 W affected this proposal. They were directed to attend a pre-submittal conference and review any waivers or modifications that were approved in Phase 1 (1977 S 300 W) that carry over and apply to this phase, affecting zoning requirements such as required setbacks, parking and landscaping.

URBAN FORESTRY

(Rick Nelson at rick.nelson@slcgov.com)

There are no public ROW trees to be protected. There are three trees on their property along 300 W that I suggest that they try to preserve as a visual buffer to the street where their plans already show landscaping. It would be nice to preserve an already existing tree canopy. Other than that Urban Forestry has no concerns.

POLICE

(Scott Teerlink at scott.teerlink@slcgov.com)

Police has no concerns with this proposal.