

**DATE:** September 27, 2006  
**TO:** Salt Lake City Planning Commission  
**FROM:** Ray McCandless, Principal Planner at 535-7282 or ray.mccandless@slc.gov.com  
**RE: STAFF REPORT FOR THE SEPTEMBER 27, 2006 PLANNING COMMISSION MEETING**

---

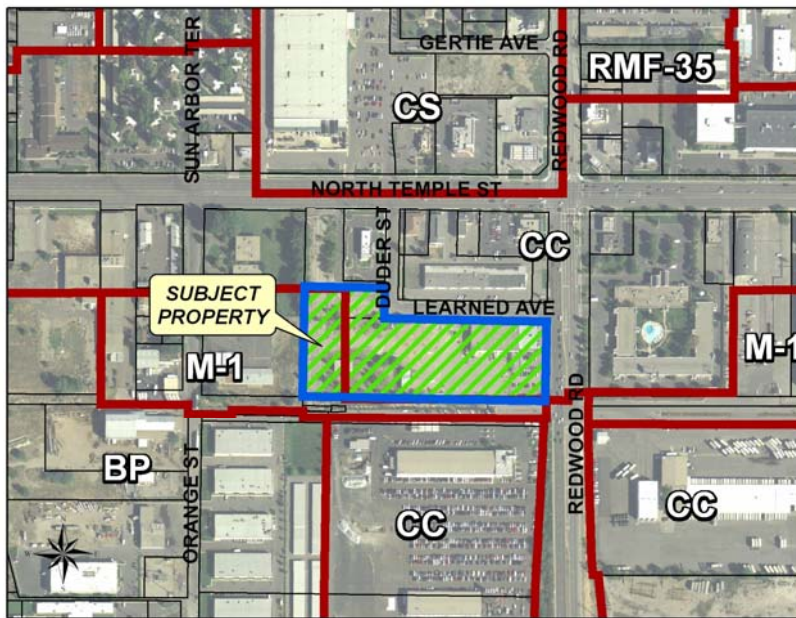
**CASE#:** 490-06-23

**APPLICANT:** Pilot Travel Centers  
5508 Lonas Road, Knoxville, TN 37909

**REQUESTED ACTION:** **The applicant requests preliminary subdivision amendment approval to consolidate several meets and bounds parcels and portions of the Charles S. Desky Third Addition Subdivision into a single 6.73 acre parcel. The Planning Commission is the approval body for subdivision amendments.**

**STATUS OF APPLICANT:** Developer

**PROJECT LOCATION:** Approximately 25 North Redwood Road



**PROJECT/PROPERTY SIZE:** 6.73 Acres

**COUNCIL DISTRICT:** District 2, Councilmember Van Turner

**PROPOSED USE(S):** Pilot Travel Center (Future)

**APPLICABLE LAND USE REGULATIONS:** Salt Lake City Subdivision Ordinance, Section 20.31.090 Standards For Approval of Amendment Petition.

**SURROUNDING ZONING DISTRICTS:** North = CC  
South = CC and BP  
East = CC  
West = M-1

**SURROUNDING LAND USES:** North = Commercial Businesses  
South = Commercial Parking Facility  
East = Commercial Businesses  
West = Commercial Businesses

**MASTER PLAN SPECIFICATIONS:** The 1990 Northwest Community Future Land Use Plan designates this property as "Business/Commercial".

**SUBJECT PROPERTY HISTORY:** The subject property had several commercial buildings on it that were recently demolished. The property is now vacant. The existing site consists of several metes and bounds parcels and portions of the Charles S. Desky Third Addition Subdivision as shown on the preliminary plat drawing and Sidwell map. The property is split zoned. The western portion of the lot and a strip of property along the south property line is zoned Light Manufacturing M-1. The balance of the property, the eastern portion fronting onto Redwood Road, is zoned Corridor Commercial CC. The property is owned by Knudson Investments, LLC.

The subdivision review has been delayed due to administrative decisions pending a determination of issues and facts related to a boundary and access dispute on Pilot's south property line. Diamond Parking owns the property to the south and is questioning Pilot's right to access what is referred to as the South Temple corridor that extends across the property line between the Diamond Parking and Pilot properties. The attached letter from the Salt Lake City Attorney's office to Pilot's attorney dated August 30, 2006, indicates that there is no evidence of a public way extending along the South Temple corridor at this location (Exhibit 4).

Initially, the location of the property line was disputed, however, the owners have agreed that the location of the south property line as shown on Pilot's preliminary subdivision plat drawing is correct. Whether Pilot has the right to access Diamond Parking's property is not a subdivision

issue but is a site plan issue that needs to be resolved independent of the subdivision review process. The issue before the Planning Commission is whether the subdivision meets subdivision approval standards as discussed in this report.

**ACCESS:** The property has frontage on Redwood Road which is a State Road. Any future access to this street will require approval from the Utah Department of Transportation (U.D.O.T.). The property also has frontage on Learned Avenue and Duder Street.

**PROJECT DESCRIPTION:** The applicant has proposed to consolidate several metes and bounds parcels and portions of the Charles S. Desky Third Addition Subdivision into a single 6.73 acre parcel as shown on the attached preliminary subdivision plat drawing.

**CITY DEPARTMENT COMMENTS:**

The comments received from pertinent City Departments/Divisions are attached to this Staff Report (Exhibit 3). The following is a summary of the comments/concerns received (The Planning Division comments are italicized):

**A. Public Utilities:**

The Salt Lake City Public Utilities Department has no objection to the proposed subdivision change that accommodates the Pilot Truck Stop if the developer will complete the water, sewer and storm drainage facilities identified on plans recently approved. These include a public water main extension and a public storm drain extension. Because both of these go into Redwood Road, a State permit is also required. For the subdivision change to be viable, it is necessary for these improvements to be made. As soon as the State issues a permit for the Redwood Road work, extension agreements are signed and a bond is in place, Public Utilities can sign this plat. The developer is working with the Public Utilities Department on these items. The Public Utilities Department indicated that there are no existing utilities in the South Temple corridor.

**B. City Engineering:**

1. The developer must enter into a subdivision improvement construction agreement. This agreement requires the payment of a stepped fee based on the estimated cost of constructing the roadway improvements. The developer should contact Joel Harrison (535-6234) to discuss insurance requirements for the project.
2. Design drawings for the proposed reconstruction of Learned Avenue have been reviewed. Great Basin Engineering will pick up the redlined prints and plat.
3. SLC Transportation must review and approve street geometrics, sidewalk locations and street lighting.
4. The developer must enter into agreements required by the SLC Public Utility Department and pay the required fees.
5. A certified address is required prior to obtaining a building permit.
6. At least one member of the concrete finishing crew must be ACI certified. The name of the ACI certified finisher must be provided at the pre-construction meeting for the subdivision.

7. The construction contractor must file a Notice of Intent with the State of Utah, Department of Environmental Quality, Division of Water Quality, to comply with the NPDES permitting process. A copy of the pollution prevention plan must also be submitted to Randy Peterson at SLC Public Utilities.

**C. Building Services:**

At the Development Review Team meeting, the Building Services and Licensing Division raised the following concerns related to the subdivision amendment for the Pilot Travel Center.

1. The property line commencing N 89°58'38" E, 277.74 feet does not match the County plat map.
2. Consider the impact of this proposal having two zoning district classifications (M-1 & C-C) and whether or not the zoning map needs to be amended. *A zoning map amendment is not necessary as the proposed future land use is permitted in both zoning districts.*

**D. Transportation:**

The combining of the lots into one lot is in keeping with the proposed development. The plat indicates the shared access easement along the south property line. *The shared access easement may or may not be eliminated as part of the final plat approval.*

The proposed development plans indicate the required public way improvements per a subdivision development are to be installed per city standards with all required upgrades etc. Final approvals are subject to the UDOT frontage review issues being approved.

**E. Fire:**

The Fire Department approves the subdivision subject to the applicant obtaining permits for fire lines, fire sprinklers, fire hydrants, and underground storage tanks and associated equipment prior to installation of any of this equipment.

**F. Police:**

No comments received

**G. Department of Airports:**

This address is located in Salt Lake City's airport influence zone C, a moderate noise impact zone. The City requires an aviation easement for new development for projects in this airport influence zone. The developer or owner should contact Mr. Brady Fredrickson at (801) 575-2919 to complete the aviation easement. This project presents no observed impacts to airport operations.

## **ANALYSIS AND FINDINGS:**

### **STANDARDS FOR APPROVAL**

According to section 20.31.090 of the Salt Lake City Subdivision Ordinance, the Planning Commission must determine that the proposed amendment meets the following standards:

#### 20.31.090 Standards For Approval of Amendment Petition:

**An amendment petition shall be approved only if it meets all of the following requirements:**

**A. The amendment will be in the best interests of the City;**

**Analysis:** Staff finds that the request will not have any adverse impacts to the City's utility or street infrastructure and therefore, the amendment will be in the best interests of the City. The proposed amendment will allow the site to be developed making use of property that is currently vacant.

**Finding:** Staff finds that the subdivision amendment will be in the best interest of the city.

**B. All lots comply with all applicable zoning standards;**

**Analysis:** The proposed lot complies with zoning regulations for the M-1 zoning district.

**Finding:** Staff finds that the proposed lot complies with all applicable zoning standards.

**C. All necessary and required dedications are made;**

**Analysis:** There are not any necessary dedications with this request.

**Finding:** Staff finds that no dedications are necessary or required for this proposal.

**D. Provisions for the construction of any required public improvements are included;**

**Analysis:** All plans for required public improvements must be submitted and approved prior to approval of the final plat.

**Finding:** Staff finds that the provisions for the construction of any required public improvement must be included as part of the final plat process.

**E. The amendment complies with all applicable laws and regulations; and**

**Analysis:** The proposed subdivision was forwarded to the pertinent City Departments for comment. The proposed subdivision must comply with all applicable City Departmental standards.

**Finding:** Staff finds that the subdivision must comply with all applicable laws and regulations.

**F. The amendment does not materially injure the public or any person and there is good cause for the amendment.**

**Analysis:** The proposed amendment will not materially injure the public as the existing development in the area is commercial and industrial businesses on large parcels of land. The proposed amendment is consistent with this development pattern.

There is good cause for the amendment as the proposed subdivision consolidates numerous lots and metes and bounds parcels that currently do not relate to the ownership of the property. Many of the lots created as part of the Charles Desky Third Addition Subdivision are only 25 feet wide but have been assembled over time by deed. Combining the property into one lot makes the property configuration more consistent with other property with the area.

Redwood Road is a State Road, therefore, approval from the Utah Department of Transportation should be required as a condition of approval.

**Finding:** The proposed amendment will not materially injure the public or any person and there is good cause for the amendment provided that approval for any street improvements or construction activities on Redwood Road is obtained from the Utah Department of Transportation (UDOT).

**RECOMMENDATION:**

Based on the comments, analysis, and findings of fact noted in this report and on the submitted plans, the Planning Staff recommends that the Planning Director grant preliminary approval for the requested Amended and Extended Blocks 1 and 2 of the Charles S. Desky Third Addition Subdivision based on the findings discussed in this Report and on the following findings:

1. The applicable City Departments have consented to the subdivision amendment, subject to compliance with the departmental comments stated in this Staff Report.
2. The subdivision amendment will be in the best interest of the City.
3. All necessary provisions for the construction of any required public improvements will be required pursuant to recording the amended subdivision plat.

**CONDITIONS OF APPROVAL**

1. Approval is conditional upon compliance with departmental comments as outlined in this staff report.
2. Approval from the Utah Department of Transportation (UDOT) be obtained for any future driveway connections or utilities on Redwood Road.
3. Final subdivision platting is required.

**Attachments:**

- Exhibit 1 - Application Submittal
- Exhibit 2 - Preliminary Subdivision Plat
- Exhibit 3 - City Department Comments
- Exhibit 4 - Letter Concerning The South Temple Corridor

Ray McCandless  
Principal Planner  
September 20, 2006





## Exhibit 1 - Application Submittal

Exhibit 2 - Preliminary Subdivision Plat

# Exhibit 3 - City Department Comments

## Exhibit 4 - Letter Concerning The South Temple Corridor