

PLANNING COMMISSION STAFF REPORT

Petition No's. 410-07-25 and 490-07-44 North Port Commerce Center Planned Development and Subdivision Located Approximately at 1802 – 1880 North 2200 West.

Public Hearing Date: February 27, 2008



Planning and Zoning Division
Department of Community
Development

Applicant: Sam Gustafson, Vice President of Capitol Industries Inc.

Staff: Michael Maloy, 535-7118
michael.maloy@slcgov.com

Tax ID: 08-21-276-007, 08-21-276-008, 08-21-276-005, 08-21-276-002, 08-21-276-001

Current Zone: BP Business Park District

Master Plan Designation: Business Park, Jordan River/Airport Area Master Plan (Adopted January 1992)

Council District: 1, Carlton Christensen

Acreage: 28.69 ± acres

Current Use: Vacant.

Applicable Land Use Regulations:

- Title 20 Subdivisions
- 21A.32.030 BP Business Park District
- 21A.36 General Provisions
- 21A.48 Landscaping and Buffers
- 21A.54 Conditional Uses

Attachments:

- A. Planned Development Narrative
- B. Preliminary Subdivision Plan
- C. Conceptual Site Plan
- D. Phase I Site Plan - Revised
- E. Phase I Building Elevations
- F. Department Comments on Planned Development
- G. Department Comments on Subdivision
- H. Photographs of Property

Request: Sam Gustafson, Vice President of Capitol Industries Inc, has requested approval of a commercial planned development and subdivision located approximately at 1802 – 1880 North 2200 West. The purpose for the planned development petition is to reduce the amount of open space required in the BP Business Park District. However other elements of the proposed site plan appear to be non-compliant with applicable standard zoning regulations (i.e. landscape setbacks, landscape buffers, and number of principal buildings permitted per lot). The applicant also requests preliminary approval of a minor subdivision that would combine existing five parcels encompassing 28.69 ± acres into three parcels. The applicant intends to develop the proposed North Port Commerce Center business park in three phases.

Public Notice: Staff has complied with public notice requirements of the Salt Lake City Code by mailing public hearing notices to all land owners within 450 feet of the subject property and posting the property at least ten days in advance of the hearing.

Staff Recommendations: Staff recommends the Planning Commission table Petition # 410-07-25 for the proposed commercial planned development as a conditional use for future consideration (pending staff review of required information).

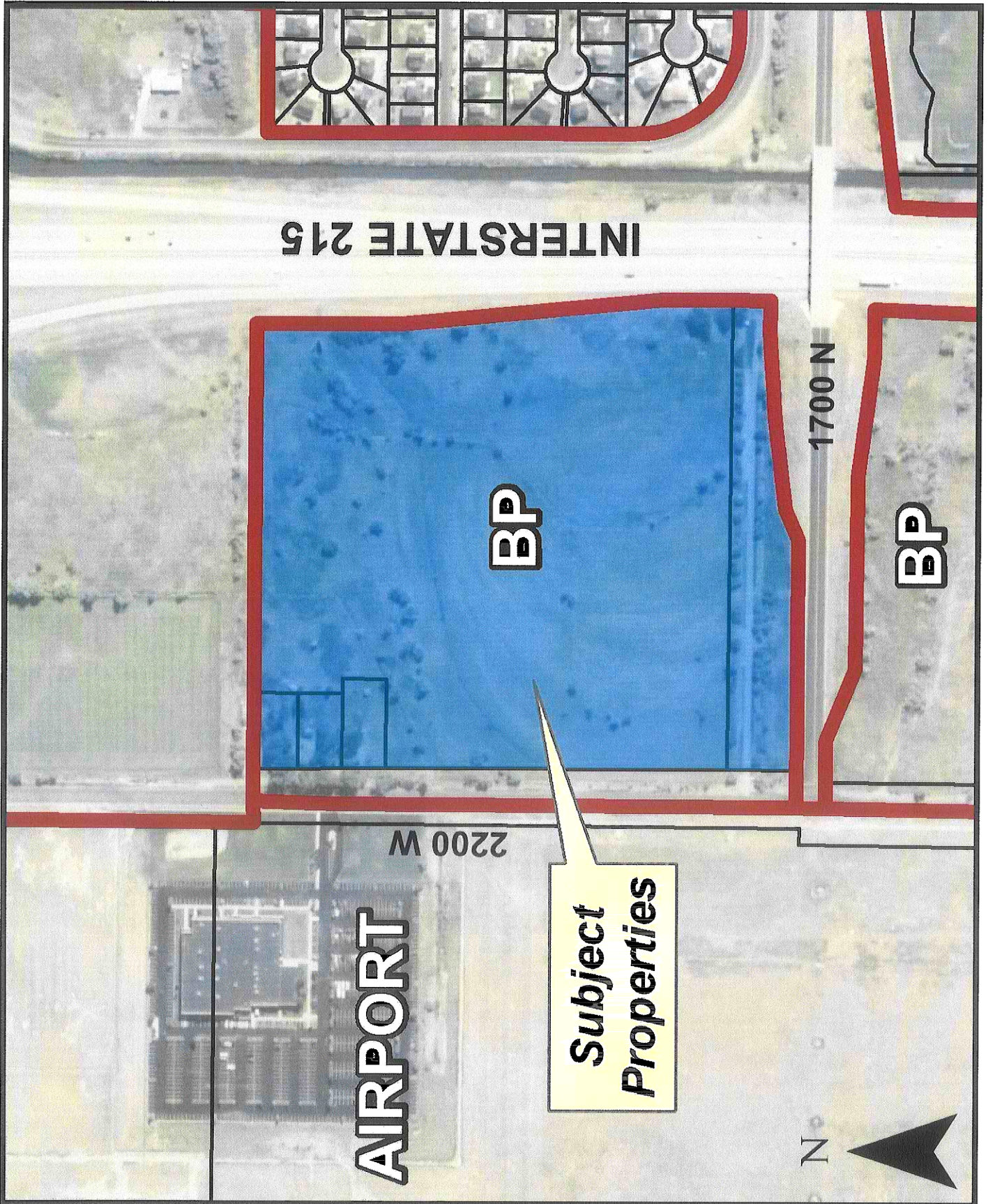
Staff recommends the Planning Commission grant approval of Petition # 490-07-44 for the proposed preliminary subdivision based on the enclosed findings and subject to the following recommended conditions of approval:

1. Approval is subject to compliance with all department comments contained within Attachment G – Department Comments on Subdivision.
2. Applicant shall prepare and submit to the City a traffic impact study as requested by the Transportation Division prior to final subdivision approval, planned development approval, or building permit issuance.
3. Applicant is encouraged to modify development plans to accommodate construction and dedication of a public street rather than a private roadway.
4. To reduce flooding, finish site elevation shall exceed 4,217' as recommended by the Utah Department of Natural Resources – Great Salt Lake Planning Team 2000.
5. Applicant shall prepare and submit to the City for approval a final subdivision application and plat.
6. All parcels shall be referenced by lot number (not by phases as shown).
7. Final subdivision plat shall be recorded within 18 months of preliminary approval.
8. Any future development activities associated with this property will require that all inadequate or absent public improvements be brought into compliance with City standards. Additionally, any future development will be subject to requirements of the zoning ordinance.

Options: If the Planning Commission determines that the enclosed petitions do not meet the requisite standards of approval, then the Commission may chose one of the following courses of action:

- Table petitions for future consideration pending further research, modification, and review; or
- Deny the petitions based on additional findings gathered from the public hearing.

VICINITY MAP



COMMENTS

Public Comments: Staff has not received any public comment that is either for or against the proposed commercial planned development and subdivision.

Open House Comments: The proposed development lies within the WestPoint Community Council district. The applicant presented the proposed planned development and subdivision to the Community Council on July 18, 2007. Although staff did not attend the meeting, Community Council Chair Leslie Reynolds-Benns reported to staff the community's support for approval of the proposed development.

City Department Comments: Petitions describing the proposed development was routed to all pertinent City departments and divisions on December 27, 2007. All respondents recommended approval subject to compliance with city standards and recommended conditions of approval (see Attachment F – Department Comments on Planned Development and Attachment G – Department Comments on Subdivision).

STAFF ANALYSIS

Project History: The subject property was annexed into the City on June 15, 2000 (City Ordinance No. 48 – 2000). At the time of annexation the subject property was the site of a proposed commercial development by Cottonwood Realty, however the project failed to materialize is now vacant (see Attachment H – Property Photographs). The applicant subsequently acquired the property and submitted the enclosed petitions to the City for consideration on August 3, 2007.

The 28.69 acre development proposal is comprised of three phases. If approved, Phase I will contain a 40,352 square foot structure on a 4.3 acre parcel (see Attachment E – Phase I Building Elevations). Sierra Pacific, a window and door manufacturing company currently operating within the Salt Lake Valley, will own and occupy all of Phase I. Phase II and III are future phases and will be retained by the applicant. Although the applicant has submitted a site plan that encompasses all three phases of development, the applicant is uncertain of the number or sizes of buildings that will be constructed as each building will be designed in response to market demands (see Attachment C – Conceptual Site Plan).

The proposed business park will be accessed via a private road that extends from both 1700 North and 2200 West. Based on existing design requirements, the location of the proposed “Main Drive” and intersections with 1700 North and 2200 West have been firmly established by the applicant pending City review and approval of a traffic impact study; however the location of the proposed “maneuver area” and secondary driveway intersections with 2200 West may be adjustable. With respect to the transportation system, staff highly encourages the applicant to modify development plans to accommodate construction and dedication of a public street rather than a private roadway (see Attachment B – Preliminary Subdivision Plan).

The applicant has requested approval of all phases of the commercial planned development. If approved the applicant intends to work with staff to administratively amend Phase II and III as development occurs based on market conditions and client specifications. *While staff recognizes the applicant's desire for flexibility, staff is concerned with potential difficulties of administrating future phases of development based on undefined design standards with respect to fairness for all parties involved.*

The applicant appeared before a Planning Commission subcommittee on February 11, 2008 to discuss the proposed commercial planned development and subdivision. Tami Hansen, Senior Secretary in the Planning Division has provided the following meeting summary:

Planning Commission Sub-Committee Comments and Recommendations:

- Would like additional permeable surfaces and xeriscape landscaping — consider methods to reduce storm drainage.
- Fault study in the area – need to review location with staff.
- Commissioners felt there was too much parking and not enough landscaping.
- Mr. Wheelwright suggested landscaping up the hillside on 1700 North to the freeway ramp for landscaping credit.
- Employ LEED construction practices as much as possible. Discussed the concept of landscaped or “green” rooftops.

Conclusion: Subcommittee gave a positive recommendation for the development to be presented to the Planning Commission, would like the applicants to meet with staff to work out some of the things that were discussed before the PC Meeting.

Following the Planning Commission Sub-Committee meeting, staff briefly met with the applicant and determined that a nearby fault line would not affect the project. Staff also identified needed revisions to the development proposal; however, at time of publication of this staff the applicant had submitted a revised site plan for Phase I only (see Attachment D – Phase I Site Plan - Revised).

Master Plan Analysis. In 1992 Salt Lake City identified the subject property as “Salt Lake City Industrial Use” in the Jordan River/Airport Area Master Plan. However, when the subject property was annexed by Salt Lake City in 2000, it was designated as BP Business Park District on the Salt Lake City Zoning Map.

The Jordan River/Airport Area Master Plan also identifies the subject property as being within an area of “High Environmental Limitations” which was defined by the plan as quoted below:

High Environmental Limitations include some smaller areas of shallow (less than 20” deep) watertable and seasonally saturated land. Over most of the area the watertable is within 40” of the surface, and has a high liquefaction potential throughout. Some areas are developable, others will be difficult to develop, and some wetland protection environments are present though their value and exact size is not known. These conditions suggest that while development is not unequivocally inappropriate or unsuitable, there are “red flags” that are raised particularly with regard to impact to wetlands (page 12, Jordan River/Airport Area Master Plan).

With regard to environmental concerns, the Public Utilities Department referenced a study published by the Army Corp of Engineers that included assumptions that the property would likely flood if “failure of the lake pumps coincide with a 100 year flood event and an atypical wind event” (see Attachment F – Department Comments on Planned Development).

Conditional Use Standards. A planned development is a specific type of conditional use. Standards for conditional use approval are found in Zoning Title Section 21A.54.080. Section 21A.54.150 of the Zoning Title lists specific approval standards for planned developments. These standards are as follows:

- A. The proposed development is one of the conditional uses specifically listed in this title;
- B. The proposed development is in harmony with the general purposes and intent of this title and is compatible with and implements the planning goals and objectives of the city, including applicable city master plans;
- C. Streets or other means of access to the proposed development are suitable and adequate to carry anticipated traffic and will not materially degrade the service level on the adjacent streets;
- D. The internal circulation system of the proposed development is properly designed;
- E. Existing or proposed utility services are adequate for the proposed development and are designed in a manner that will not have an adverse impact on adjacent land uses or resources;
- F. Appropriate buffering is provided to protect adjacent land uses from light, noise and visual impacts;
- I. Architecture and building materials are consistent with the development and compatible with the adjacent neighborhood;
- H. Landscaping is appropriate for the scale of the development;
- I. The proposed development preserves historical, architectural and environmental features of the property;
- J. Operating and delivery hours are compatible with adjacent land uses;
- K. The proposed conditional use or, in the case of a planned development, the permitted and conditional uses contained therein, are compatible with the neighborhood surrounding the proposed development and will not have a material net cumulative adverse impact on the neighborhood or the city as a whole;
- L. The proposed development complies with all other applicable codes and ordinances.

In order to process the attached petition as a planned development, the project must also meet the intent of the purpose statement for planned developments. The purpose statement lists the objectives that the City seeks to achieve. Zoning Ordinance Section 21A.54.150 (A) discusses these objectives:

21A.54.150 Planned Developments:

- A. Purpose Statement: A planned development is a distinct category of conditional use. As such, it is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Through the flexibility of the planned development technique, the city seeks to achieve the following specific objectives:
1. Creation of a more desirable environment than would be possible through strict application of other city land use regulations;
 2. Promotion of a creative approach to the use of land and related physical facilities resulting in better design and development, including aesthetic amenities;
 3. Combination and coordination of architectural styles, building forms and building relationships;
 4. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
 5. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
 6. Use of design, landscape or architectural features to create a pleasing environment;
 7. Inclusion of special development amenities; and
 8. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation.

Zoning Ordinance Section 21A.54.150 (E) lists the following specific standards of approval for planned developments:

1. **Minimum Area:** A planned development proposed for any parcel or tract of land under single ownership or control shall have a minimum net lot area for each zoning district as set forth in table 21A.54.150E2 of this section.
2. **Density Limitations:** Residential planned developments shall not exceed the density limitation of the zoning district where the planned development is proposed. The calculation of planned development density may include open space that is provided as an amenity to the planned development. Public or private roadways located within or adjacent to a planned development shall not be included in the planned development area for the purpose of calculating density.
3. **Consideration of Reduced Width Public Street Dedication.**
4. **Planned Developments:** Planned developments within the TC-75, RB, R-MU, MU, CN, CB, and CSHBD zoning districts and the South State Street overlay. Also planned developments within the CS zoning district, when the district is adjacent to more than sixty percent (60%) residential zoning (within 300 feet, either on the same block or across the street). Planned developments within these zoning districts may be approved subject to consideration of the following general conceptual guidelines (a positive finding for each is not required):
 - a. The development shall be primarily oriented to the street, not an interior courtyard or parking lot,
 - b. The primary access shall be oriented to the pedestrian and mass transit,
 - c. The facade shall maintain detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction,
 - d. Architectural detailing shall emphasize the pedestrian level of the building,
 - e. Parking lots shall be appropriately screened and landscaped to minimize their impact on the neighborhood,
 - f. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods,
 - g. Dumpsters and loading docks shall be appropriately screened or located within the structure, and
 - h. Signage shall emphasize the pedestrian/mass transit orientation.
5. **Perimeter Setback:** The perimeter side and rear yard building setback shall be the greater of the required setbacks of the lot or adjoining lot unless modified by the planning commission.
6. **Topographic Change:** The planning commission may increase or decrease the side or rear yard setback where there is a topographic change between lots.

While processing the petitions, staff discussed concerns with the applicant regarding sufficiency of the petitions. For example, the applicant submitted to the City five possible architectural elevations for use within the business park, only one of which will be used for certain within Phase I (for Sierra Pacific). Staff also requested from the applicant a summary of all zoning standards being modified by the proposed plan development. In response the applicant responded with a letter stating their intent to comply with all applicable City zoning standards except the minimum percent of landscape area (see Attachment A – Planned Development Narrative), however the Zoning Review Issues dated January 4, 2008 and attached within Attachment F – Department Comments on Planned Development identifies several potential areas of zoning non-compliance.

Staff also discussed with the applicant the merits for approval of the proposed planned development. Specifically staff questioned whether or not the petition sufficiently met with the intent of the purpose statement and objectives for planned developments (see 21A.54.150 Planned Developments listed above). The attached planned development appears to seek reduction of minimum zoning standards but offers little more than development of the subject property in return.

In general staff believes that the proposed planned development is vague and does not sufficiently meet the above standards. Whereas the applicant was unable to sufficiently respond to concerns raised by staff and the Planning Commission Sub-Committee staff recommends tabling of Petition # 410-07-25 for a commercial planned development.

Preliminary Subdivision Standards: City Code 20.08.210 categorizes and defines the proposed subdivision as follows:

Minor subdivision

- A. The division of real property, including condominiums and planned unit developments, into thirty (30) or fewer lots which have frontage on an existing dedicated street or on a street to be dedicated as part of the subdivision and which are not located within the Foothills FR-1, FR-2, FR-3 District or FP Foothills Protection District;
- B. The division of any real property for the creation of a commercial/industrial/agricultural subdivision.

According to Section 20.20.070 of the Salt Lake City Subdivision Ordinance, a minor subdivision may be granted approval if the following standards are met:

A. The minor subdivision will be in the best interests of the city.

Analysis: The proposed commercial subdivision is necessary for the redevelopment of the subject property in a manner that will reasonably advance the policies and objectives of the Jordan River/Airport Master Plan and BP Business Park District zone.

Finding: Staff finds that the proposed subdivision is in the best interest of the city.

B. All lots comply with all applicable zoning standards.

Analysis: The proposed lots comply with zoning regulations for the BP Business Park District.

Finding: Staff finds that all lots comply with all applicable zoning standards.

C. All necessary and required dedications are made.

Analysis: All necessary and required dedications will be made with the recording of the final plat.

Finding: Staff finds that all necessary and required dedications will be made upon recordation of the final subdivision plat.

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

Analysis: All plans for 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 subdivision otherwise complies with all applicable laws and regulations.

Analysis: The proposed subdivision has been forwarded to the pertinent City Departments for comment. All public improvements must comply with all applicable City Department standards.

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

Attachment A – Planned Development Narrative

Petition No's. 410-07-25 and 490-07-44, North Port Commerce Center Planned Development and Subdivision,

Published Date: February 21, 2008

Nichols
Naylor
architects

February 18, 2008

Mike Maloy
Salt Lake City Planning Department

Re: North Port
Subdivision & Planned Development Approval

Dear Mike:

I have reviewed zoning ordinance chapter 21, covering standards for approval of conditional uses and planned developments.

Capital Industries is committed to construct a high quality business park with the intention of owning and leasing the buildings long term. We believe that we can satisfy all the conditions identified in chapter 21 with the exception of the thirty-percent landscape requirement in the BP zone. The physical hard surface space requirements for semi access and maneuver area consume much of the area that might be devoted to landscape and open space in a different type land use.

In an effort to increase the quality and impact of the landscape provided, we propose to landscape the large sloped portion of 1700 North where the over pass crosses I-215, berm sections of set back along 2200 West frontage and increase the number of trees and shrubs required in the zoning ordinance by fifteen percent.

We have reviewed the plan comments provided by each of the city's departments. We will continue to meet with each of the departments and will modify our plans to obtain department approvals.

Please contact me if you have any questions.

Sincerely,



Russell L. Naylor, President

NICHOLS, NAYLOR ARCHITECTS, INC.

RLN/lpw

Attachment B – Preliminary Subdivision Plan

Petition No's. 410-07-25 and 490-07-44, North Port Commerce Center Planned Development and Subdivision,

Published Date: February 21, 2008

Please describe your project:

This project is an office/warehouse planned unit development. The development will use private streets in three phases located at approximately 2200 West and 1800 North. The buildings proposed to be built will consist of masonry block and painted concrete. The businesses that will occupy the buildings will be primarily distribution, manufacture representatives, light manufacturing, and research and development. Capitol Industries plans to build, maintain, and operate this project similar to other developments along the Wasatch front.

List the primary street access(es) to this property:

The I-215 corridor will provide the major access at the 2100 North on and off ramps. 2200 West is the primary street access.

What are the land uses adjacent to the property (abutting and across the street)?

South of the subject property is 1700 North Street and vacant land. West of the property is 2200 West and the Salt Lake City Airport land. North of the property is farmland. East of the property is the I-215 freeway.

Have you discussed the project with nearby property owners? If so, what responses have you received?

Luke Gillmor, the North property owner, was using our property to graze his cows in the spring. I talked with him regarding our plans to develop it.

If applicable, what are the anticipated operating and delivery hours associate with the proposed use?

The proposed operating and delivery hours will be between 7:00 A.M. and 6:00 P.M. Our goal is to attract businesses open during daylight hours.

How many parking stalls will you provide as part of the project?

Parking will be provided to meet city building codes until we know what our build out requirements will be; an exact number of stalls are only speculated. With the project 100% completed as per the drawing, 600 stalls included.

How many employees do you expect to have on-site during the highest shift?

With the project completed and 100% occupied, estimated people on-site would be 200.

If applicable, how many seats will be provided as part of the conditional use?

N/A

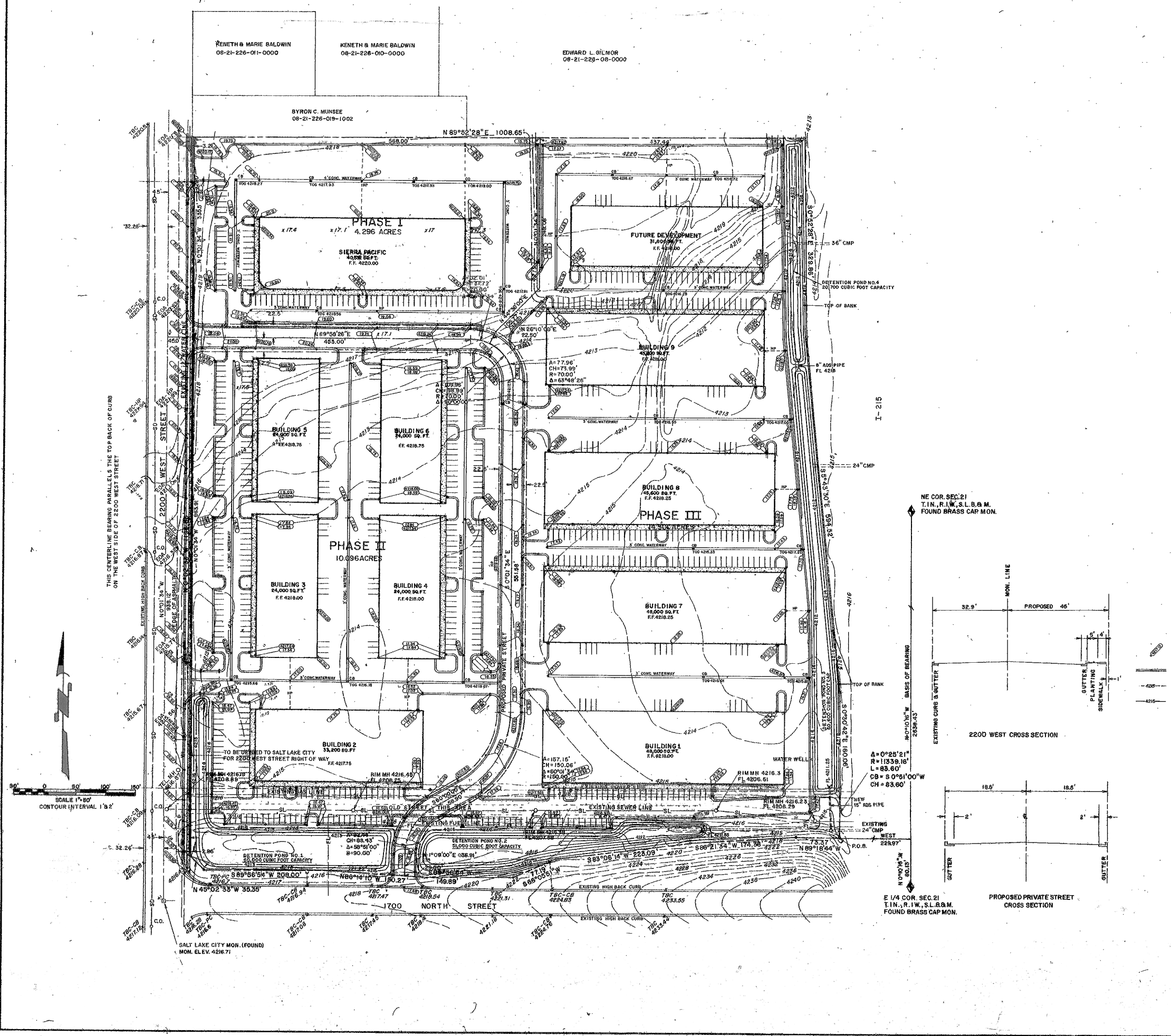
What is the gross floor area of the proposed building?

The completed project will have approximately 386,925 sq. ft. of building area.

COMPOSITE BOUNDARY DESCRIPTION OF PROJECT

A Tract of Land situated in the Southeast Quarter of the Northeast Quarter of Section 21, Township 1 North, Range 1 West, Salt Lake Base and Meridian, more particularly described as follows:

Beginning at a point on the Westerly Right-of-Way Line of the existing UDOT I-215 Freeway, as per Right-of-Way Plans for Project No. I-215-9(6) 297, which point is North 0°10'16" West 80.13 feet along the East Line of said Northeast Quarter of Section 21 and West 229.97 feet; and running thence North 89°18'44" West 73.37 feet; thence South 80°21'34" West 174.33 feet; thence South 83°05'14" West 223.09 feet; thence South 66°05'51" West 77.19 feet to the Northern Right-of-Way Line of 1700 North Street as established by the '1700 NORTH STREET OFFICIAL SEGMENT MAP NO. 3', as recorded at Book 93-2, Page 21, in the Salt Lake County Recorder's Office; thence along said Northern Right-of-Way Line the following four (4) courses; 1) South 89°56'54" West 149.89 feet; 2) North 86°14'10" West 150.27 feet; 3) South 89°56'54" West 208.00 feet; 4) North 45°02'33" West 31.30 feet to the New Easterly Right-of-Way Line of 2200 West Street; thence North 00°01'34" West 1199.42 feet along said Easterly Right-of-Way Line; thence North 89°52'28" East 1005.44 feet to the said Westerly Right-of-Way Line of UDOT I-215; thence along said Westerly UDOT Right-of-Way, the following four (4) courses; 1) South 0°52'28" East 329.86 feet; 2) South 5°43'30" East 594.52 feet; 3) South 0°30'42" East 160.06 feet; 4) 83.60 feet along the arc of an 11,339.16 foot radius curve to the West (chord bears South 0°51'00" West 83.60 feet) to the point of beginning. Encompassing an area of 28.69 Acres.



SITE DEVELOPMENT GRADING PLAN

NORTH PORT COMMERCE CENTER

SHOWING CONTOURS

PROJECT LOCATION
1706-1898 NORTH 2200 WEST STREET
SALT LAKE CITY, UTAH

LOCATED IN THE NORTHEAST QUARTER OF SECTION 21
TOWNSHIP 1 NORTH, RANGE 1 WEST,
SALT LAKE BASE AND MERIDIAN

OWNER
CAPITOL INDUSTRIES, INC.
2880 SOUTH MAIN STREET, SUITE 100
SALT LAKE CITY, UTAH 84115
801-486-8409

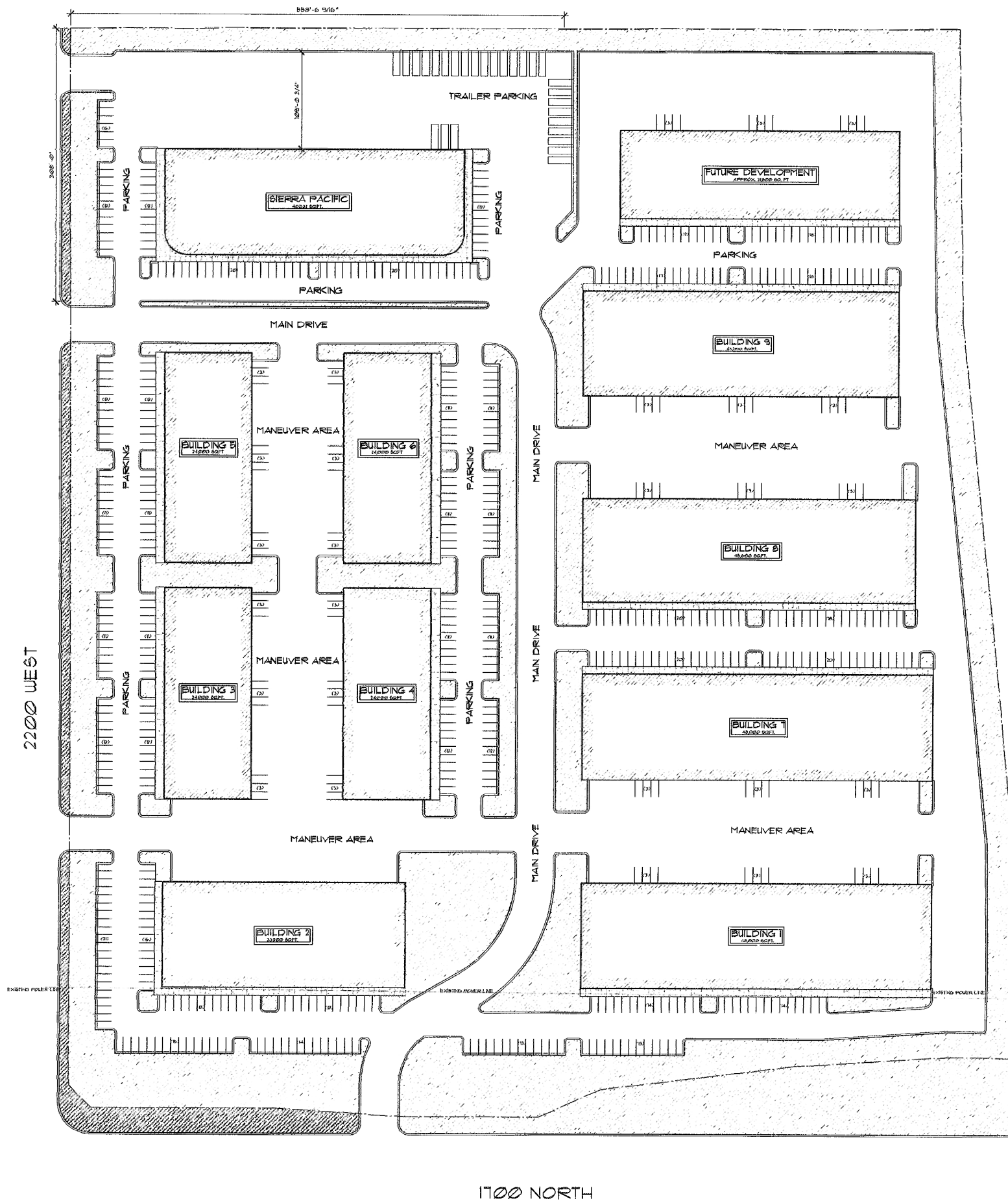
NOVEMBER 6, 2007

NUMBER	
ACCOUNT	
SHEET	3
OF	3 SHEETS

Attachment C – Proposed Site Plan

Petition No's. 410-07-25 and 490-07-44, North Port Commerce Center Planned Development and Subdivision,

Published Date: February 21, 2008



SITE DATA:	
TOTAL SITE AREA:	1,287,924 SF. (APPROX. 29.6 ACRES)
	100% OF TOTAL SITE
REQUIRED PARKING:	APPROX. 495 SPACES
PARKING PROVIDED:	634 SPACES
LANDSCAPED AREA:	266,595 SF. (APPROX. 6.1 ACRES)
	APPROX. 20.6% OF TOTAL SITE
OPEN AREA:	61,965 SF. (APPROX. 1.4 ACRES)
	APPROX. 4.8% OF TOTAL SITE
COMBINED TOTAL:	328,560 SF. (APPROX. 7.5 ACRES)
	APPROX. 25.5% OF TOTAL SITE
BUILDING AREA:	386,332 SF. (APPROX. 8.9 ACRES)
	APPROX. 30% OF TOTAL SITE

1 ARCHITECTURAL SITE PLAN
 ASI
 SCALE 1"=50'



PROJECT NUMBER

REVISIONS

SHEET TITLE

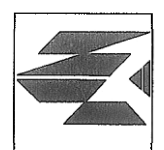
**SCHEMATIC
SITE PLAN**

OWNER/PROJECT

**CAPITOL INDUSTRIES
BUSINESS PARK**
 1700 NORTH 2200 WEST
 SALT LAKE CITY, UTAH
 CAPITOL INDUSTRIES, INC.
 capitolindustries@si.no.com

ARCHITECT

NICHOLS • NAYLOR
 A R C H I T E C T S
 1155 EAST WILMINGTON AVENUE SUITE 250
 SALT LAKE CITY, UTAH 84106 (801) 487-3330



DATE

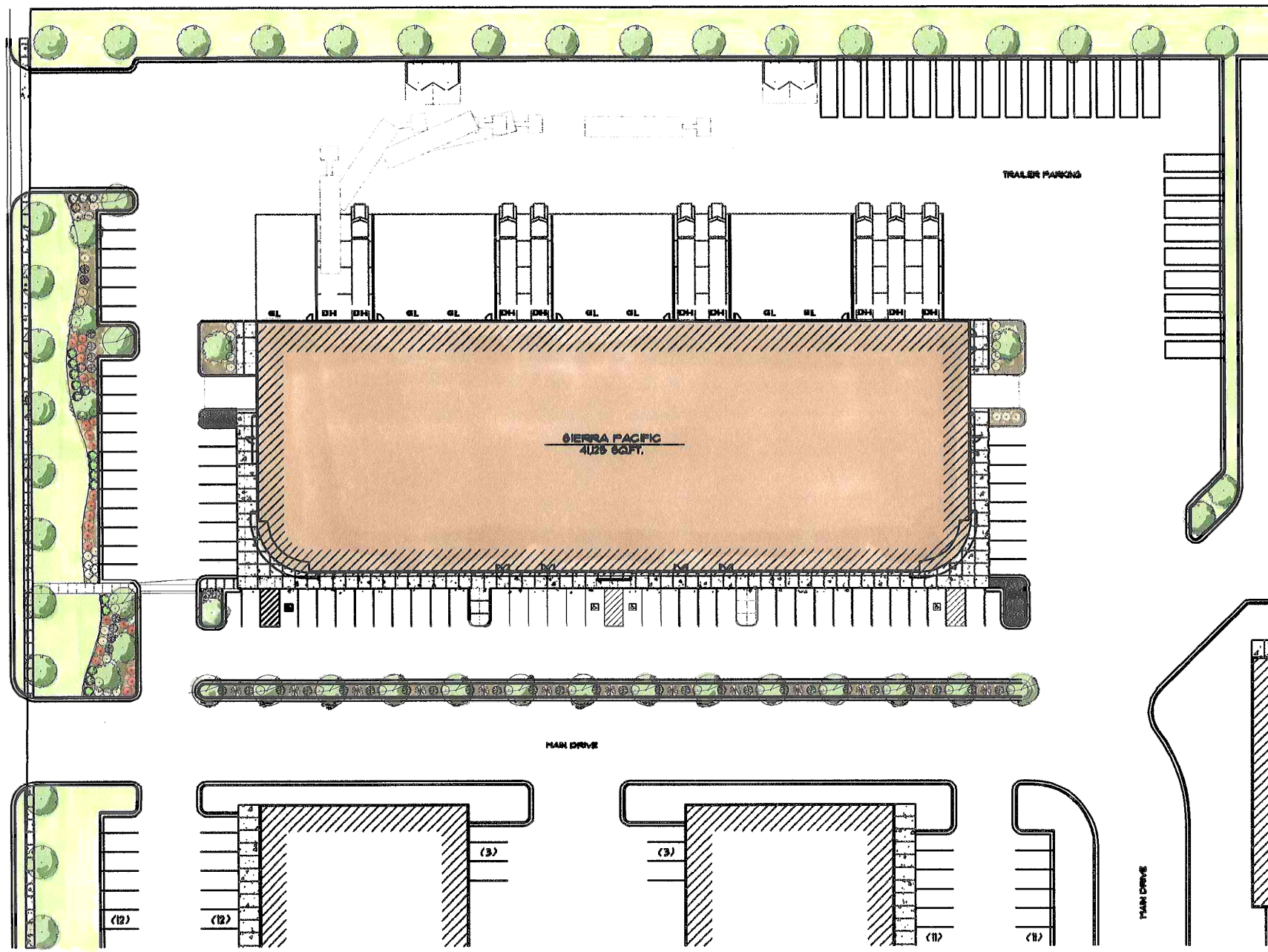
SHEET NUMBER

AS1

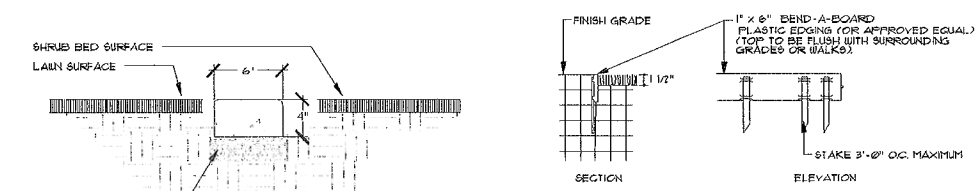
Attachment D – Phase I Site Plan - Revised

Petition No's. 410-07-25 and 490-07-44, North Port Commerce Center Planned Development and Subdivision,

Published Date: February 21, 2008

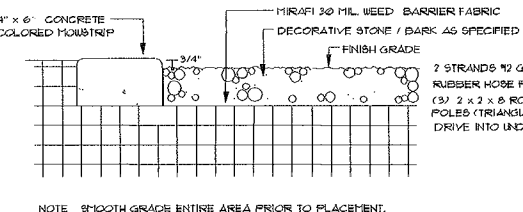


LANDSCAPE PLAN
SCALE 1/8" = 1'-0"
HEET

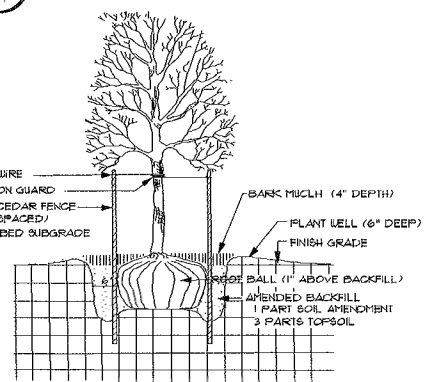


4 Plastic Edging - 1"x6"
N.T.S.

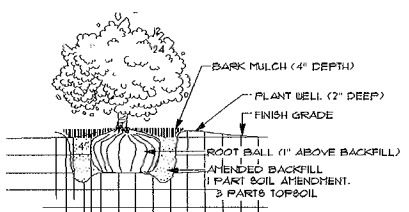
2 Extruded Concrete Mowstrip
N.T.S.



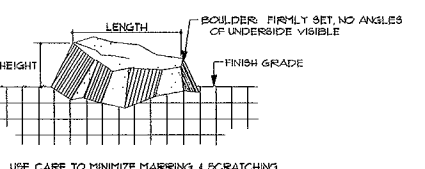
3 Edging - Stone Surfacing
N.T.S.



5 Tree Planting
N.T.S.



6 Shrub Planting
N.T.S.



7 Decorative Boulder
N.T.S.

Planting Notes

- All lawn areas shall receive a 4 inch depth of topsoil, all shrub planting areas shall receive a 12 inch depth of topsoil. Topsoil material is not available at the site and must be imported from an approved local source. All topsoil shall be of a sandy loam mix.
- All lawn areas shall be sodded using high grade material of a water conservative mixture, and shall be freshly cut from an approved local source. Prior to the installation, all areas shall receive a starter fertilizer applied at the rate recommended by the manufacturer.
- All plant material holes shall be dug twice the diameter of the rootball and 6 inches deeper. Excavated material shall be removed from the site.
- Plant backfill mixture shall be composed of 3 parts topsoil to 1 part humus additive, and shall be rotary mixed on-site prior to installation.
- Plant fertilizer shall be 'AgriTom' brand 21 gram tablets used as per manufacturer's recommendations.
- All trees located in lawn areas shall receive an 'Arbor Guard' trunk protector, or equal, and have a 30 inch diameter root-free ring.
- Upon completion of planting operations, all shrub and tree wells shall receive a 4 inch depth of shredded bark mulch cover. All other areas shall receive the specified type of decorative rock/stone surfacing or bark, installed to the described depths.
- All shrub planting areas, prior to placement of rock or mulch, shall receive a 30 mil weed barrier fabric, secured with the proper staples, and a 6 inch overlap at seams.
- All lawn and shrub areas shall be separated with 4"x6" extruded concrete mowstrip, colored and stamped, to be installed over compacted sub-grade.
- The project shall be swept clean of dirt and debris prior to completion of the project, and on a daily basis, if required, as determined by the Owner/contractor.
- The contractor shall comply with all warranties and guarantees set forth by the Owner, and in no case shall that period be less than one year following the date of completion and acceptance.

General Notes

- The contractor shall verify the exact location of all existing and proposed utilities, and all site conditions prior to beginning construction. The contractor shall coordinate his work with the project and all other contractors working on the site.
- The finish grade of all planting areas shall be smooth, even and consistent, free of any humps, depressions or other grading irregularities. The finish grade of all landscape areas shall be graded consistently 3/4" below the top of all surrounding walks, curbs.
- The contractor shall provide all materials, labor and equipment required for the proper completion of all landscape work as specified and shown on the drawings.
- All plant materials shall be approved prior to planting. The Owner/Landscape Architect has the right to reject any and all plant material not conforming to the specifications.
- The contractor shall keep the premises, storage areas and paving areas neat and orderly at all times. Remove trash, sweep, clean, hose, etc. daily.
- The contractor shall not impede drainage in any way. The contractor shall always maintain positive drainage away from the building, walls, etc.

Sub-Grade Requirements

- LAWN AREAS - Six (6) inches below finish grade. This will allow for the installation of a four inch depth of topsoil along with the sodding material, leaving it slightly below finish grade and concrete areas.
- SHRUB AREAS - Sixteen (16) inches below finish grade. This will allow for the installation of a twelve inch depth of topsoil along with a four inch depth of bark mulch or decorative rock, leaving it slightly below finish grade and concrete areas.

SUGGESTED PLANT LIST	
TREES	SHRUBS
11 Quercus Macrocarpa Bur Oak Size - 2" Caliper	8 Caryopteris Clandonensis Blue Mist Spruce 24" high / 24" wide
12 Anelochter Grandiflora 'Autumn Brilliance' Autumn Brilliant Serviceberry Size - 5 Gallon Container	22 Anaphalis margaritacea Pearl Everlasting 36" high / 24" wide
14 Malus 'Spring Snow' Spring Snow Crabapple Size - 2" Caliper	41 Iris Missouriensis Missouri Iris 24" high / 24" wide
GROUND COVER	
GRASS	
Mahonia Repens Creeping Oregon Grape Size - 1 Gallon	
40 Asclepias tuberosa Butterfly Flower 24" high / 24" wide	35 Zauschneria Californica Hummingbird Fuchsia 24" high / 24" wide

PROJECT NUMBER
07-16

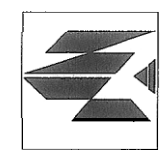
REVISIONS

SHEET TITLE
LANDSCAPE SITE PLAN

PROJECT/OWNER
SIERRA PACIFIC WINDOW OFFICE / WAREHOUSE
1700 NORTH 2200 WEST
SALT LAKE CITY, UTAH

ARCHITECT

NICHOLS • NAYLOR
ARCHITECTS
1135 EAST WILMINGTON AVENUE SUITE 250
SALT LAKE CITY, UTAH 84105 (801) 487-3330



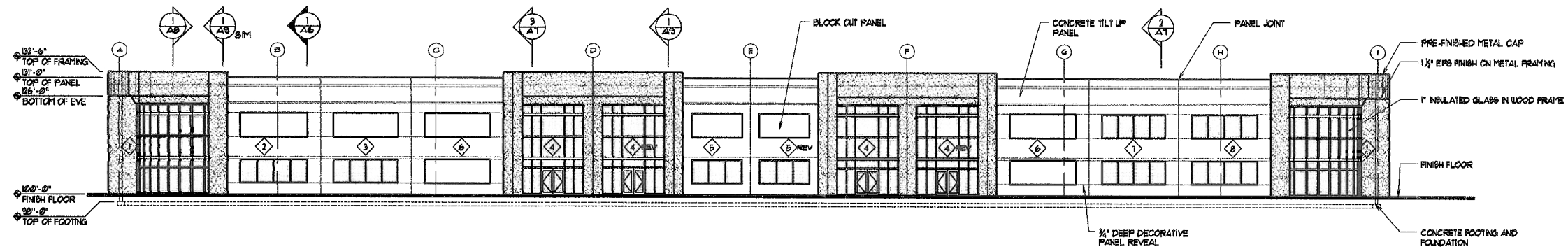
DATE
NOV 21, 2007

SHEET NUMBER
L1

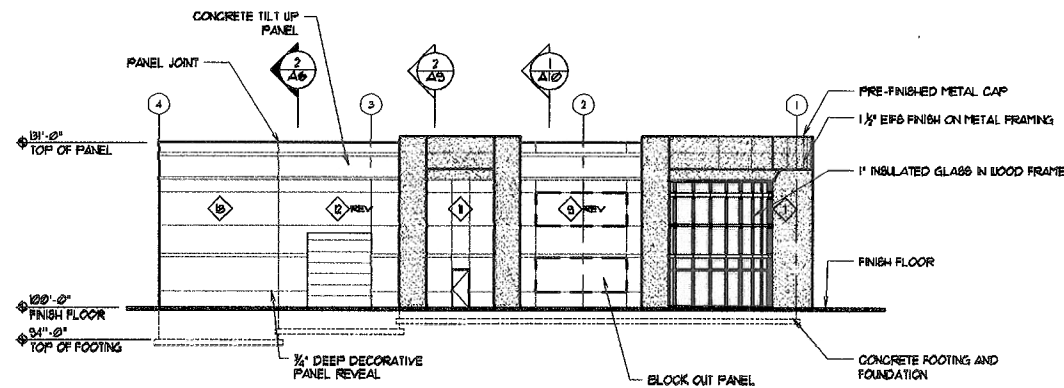
Attachment E – Phase I Building Elevations

Petition No's. 410-07-25 and 490-07-44, North Port Commerce Center Planned Development and Subdivision,

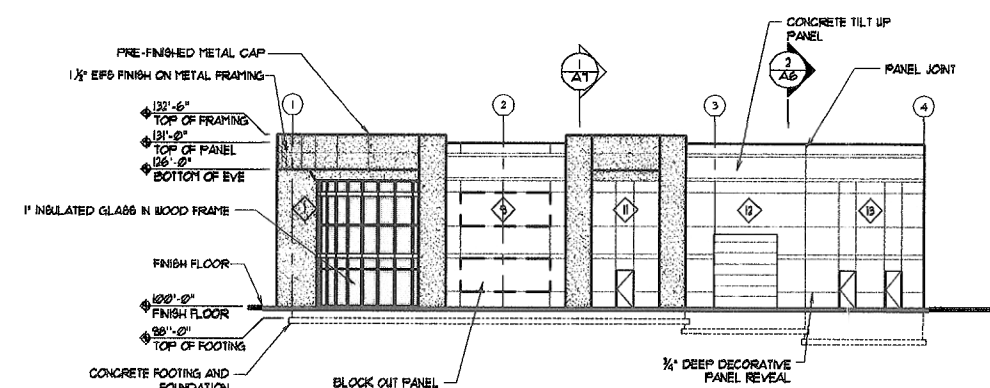
Published Date: February 21, 2008



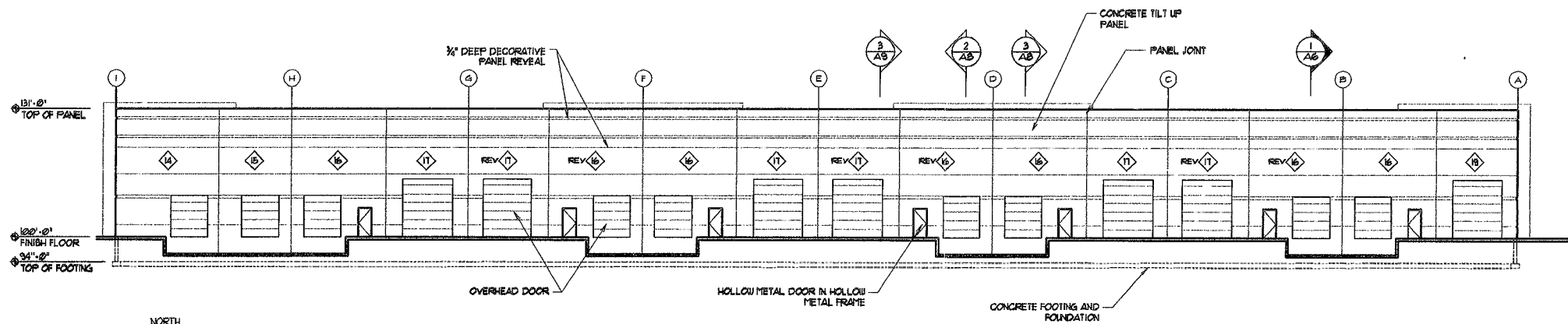
SOUTH
1 EXTERIOR ELEVATION
 A2
 32' FEET
 SCALE: 1/16" = 1'-0"



WEST
2 EXTERIOR ELEVATION
 A2
 32' FEET
 SCALE: 1/16" = 1'-0"



EAST
3 EXTERIOR ELEVATION
 A2
 32' FEET
 SCALE: 1/16" = 1'-0"



NORTH
4 EXTERIOR ELEVATION
 A2
 32' FEET
 SCALE: 1/16" = 1'-0"

Attachment F – Department Comments on Planned Development

Petition No's. 410-07-25 and 490-07-44, North Port Commerce Center Planned Development and Subdivision,

Published Date: February 21, 2008

Maloy, Michael

From: Walsh, Barry
Sent: Thursday, January 03, 2008 11:23 AM
To: Maloy, Michael
Cc: Young, Kevin; Drummond, Randy; Itchon, Edward; Garcia, Peggy; Spencer, John; Butcher, Larry
Subject: Pet 490-07-44 & 410-07-25, North Port Center
Categories: Program/Policy

January 3, 2008

Michael Maloy, Planning

Re: Preliminary Review of "North Port Commerce Center" - Subdivision pet 490-07-44 and Conditional Use PUD pet 410-07-25 at 1802-1880 North 2200 West.

The Division of Transportation review comments and recommendations are subject to compliance with city standards and installation of required improvements as follows:

The 2200 West is to be an arterial class roadway, it is currently a two lane southbound and one lane northbound paved roadway with bike lanes on both sides. Verification of sufficient city right-of-way for development of an arterial class roadway 65' TBC on 84' right of way, with curb & gutter, sidewalk, drainage, street lighting, etc. is required.

1700 North roadway is a 48 foot wide special collector class roadway connecting 2200 West with Redwood Road as a I-215 overpass and a 64 foot wide residential special collector with a center turn lane, one travel lane in each directions, bike lanes and some residential abutting parallel parking.

The private drive needs to remain private as presently designed. Future conversion to a public roadway should be per city standards as a minimum 30' width for two travel lanes with a pedestrian sidewalk recommended on at least one side. To be a future public roadway the driveways at 2200 West and 1700 South would be intersections and the access from the "private" road to the individual lots would then be defined as driveways. There would also be issues with drainage separation and street lighting.

A traffic impact report is recommended to evaluate the impact on neighboring roads and the 1700 North 2200 West intersection. Also an evaluation of the location of the proposed maximum 40' wide access drives for sight distance due to existing vertical roadway profiles is recommended. Access easements and right-of-way verification needs to be clarified along the north side of the 1700 North Roadway.

The site plan is subject to DRT review standards. Please show city standard driveways with continuous pedestrian sidewalks along the public way and pedestrian access from the public way to the buildings. Parking layouts need to be fully dimensioned and need to specify ADA stall locations. ADA stalls need details indicating van accessibility and signing. The grading plan needs more details to reflect 2% maximum grades at the ADA stalls and off loading area(s.) Parking calculations are to include 5% bicycle parking for each lot or building development.

All private utility services are to be provided on site and landscaping is to include park strip trees per the City Foresters review in coordination with street lighting and driveway locations.

Sincerely,

Barry Walsh

1/14/2008

Maloy, Michael

From: Brown, Ken
Sent: Friday, January 04, 2008 9:22 AM
To: Maloy, Michael
Cc: Butcher, Larry
Subject: North Port Commerce Conditional Use Petition 410-07-25.doc
Categories: Program/Policy

Date: January 4, 2008

To: Michael Maloy, Planning Division

From: Ken Brown
Senior Development Review Planner
535-6179

Re: **North Port Commerce Conditional Use Petition 410-07-25**

The Building Services Division review comments are as follows:

- 1) The AS1 sheet submitted for this proposal should include all of the following,
 - a) The property lines of each parcel as determined by the North Port Commerce Center Preliminary Subdivision Plat file #490-07-44 along with the dimensions and legal description of each parcel,
 - b) All public way improvements such as sidewalks, lights, trees, approaches, fire hydrants, etc., and identified as "existing" or "proposed",
 - c) Driveway width dimensions,
 - d) Fencing and gate locations for each site (all accessory outdoor storage is required to be screened with a solid fence),
 - e) Bike rack location for each site,
 - f) For the purpose of determining compliance to the parking lot landscaping requirements of 21A.48;
 - (i) Dimensions used for determining parking lot area and the square footage documented for each lot,
 - (ii) Interior parking lot landscaping areas equal to 5% of the parking lot with dimensions used for determining the area and the square footage documented for each lot,
 - (iii) A 7' minimum width for perimeter parking lot landscaping where parking stalls (including the required back out area) are closer than 20-feet to the property line on each lot,
 - g) Adequate area along the Interstate 215 frontage of Lot 3 to provide the required twenty (20) feet of freeway scenic landscaping along with any planned site detention (if the freeway scenic landscape area is to be used for site detention, adequate area should be provided such that all required trees and shrubs can be planted above the high water line),
 - h) The identification of all easements including power and other utilities, cross access and cross drainage easements for each lot,
 - i) The dimension of all structures, parking (including handicap parking and van accessible stalls), maneuvering areas, landscaping areas, etc. and their relationship to the property lines of each lot,
 - j) The location of any utility structures, generators, transformers, etc., planned for each lot, and
 - k) Dumpster location for each lot if a dumpster is planned, etc.
- 2) Recording of Avigation easement to be documented for permit issuance.
- 3) Landscape Plans and Plant Schedules containing the following information will help determine whether this proposal meets the minimum landscaping requirements or in what areas it may be deficient:
 - a) The location, quantity, size, and name (both botanical and common) of all proposed plants for each

- lot;
- b) The type and location of all proposed ground covers including both botanical and common names of vegetative ground covers for each lot;
 - c) The location, size, and common names of all existing plants, including trees and other plants in the parkway, and indicating plants to be retained and removed for each lot;
 - d) Existing and proposed grading of the site indicating contours at two ft. intervals for each lot;
 - e) Existing and proposed Public Utility easements and drainage swells with high waterline indicated for each lot;
 - f) Elevations of all fences and retaining walls proposed for each lot;
 - g) A Summary Data Table indicating the area of each lot in the following classifications:
 - (i) Total area of parking lot (stall width, depth and required back out area).
 - (ii) Interior parking lot landscaping required/provided based on 5% of the parking lot.
 - (iii) Number of interior parking lot trees required/provided based on one tree per 120 sq. ft.
 - (iv) Perimeter parking lot trees required/provided where parking stalls (including the required back out area) are closer than 20-feet to the property line based on one tree per 50 ft. of length.
 - (v) Perimeter parking lot bushes required/provided where parking stalls (as noted above) are closer than 20-feet to the property line based on one shrub per 3 ft. on center along 100% of the yard length, except rear and side yards where it is 3 ft. on center along 50% of the length.
 - (vi) Total area of required Freeway Scenic setback based on 20' of depth along the entire freeway frontage.
 - (vii) Number of Freeway Scenic landscaping shade trees required/provided based on one shade tree per 300 square feet of Freeway Scenic setback (evergreen trees, ornamental trees or large shrubs may be substituted for shade trees as indicated in 21A.48.110)
 - (viii) Dimension of street frontage and Parkway trees required/provided based on one tree per 30 ft. of lot width (plans currently show very few trees in the parkway strip where they are required to be placed).
 - (ix) The percentage of open space for each lot (30% minimum).
 - (x) Total percentage of drought-tolerant trees and shrubs (80% minimum required).
- 4) Parking calculations for each use on each site will help determine whether this proposal meets the minimum parking requirements or in what areas it may be deficient. Parking calculations will also determine the amount of bicycle parking required.
- 5) Parking lots shall be provided with lights. Lights shall be located, directed or designed in such a manner so as not to create glare on adjacent properties.
- 6) Sidewalks along the front of each building on each lot may need to be 6 ft. wide to allow for 2 ft. vehicle overhang.
- 7) Rocky Mountain Power should be contacted regarding separation requirements from power lines.

Maloy, Michael

From: Brown, Ken
Sent: Friday, January 04, 2008 11:25 AM
To: 'russ@nicholsnaylor.com'
Cc: Walsh, Barry; Smith, Craig; Weiler, Scott; Maloy, Michael
Subject: Sierra Pacific Windows 1880 N. 2200 W. - Log #226078
Categories: Program/Policy

SALT LAKE CITY BUILDING SERVICES AND LICENSING

Zoning Review Issues

Log Number: 226078

Date: January 4, 2008

Project Name: Sierra Pacific Windows

Project Address: 1880 North 2200 West

Contact Person: Russ Naylor

Telephone: 487-3330

Fax: 487-3391

E-Mail: russ@nicholsnaylor.com

Zoning District: BP

Reviewer: Ken Brown

Phone #: 801-535-6179

Comments

A zoning review of the above listed location has been completed. The following issues need further clarification or correction. Please call me if you have questions or concerns with this review.

Please **respond in writing** to each of the items listed below and be prepared to insert all revisions into all sets of plans.

- 1) This development proposal requires that each sheet of the plans specify the Certified Address for the site. The plans currently reflect an address of 1700 North 2200 West. This may cause confusion for the contractor and sub contractors as they look at the plans to determine the address to use in obtaining their permits and calling for inspections. Please correct each sheet to reflect the address of 1880 North 2200 West.
- 2) This proposal requires Planned Development review and approval. Although an application has been made (file #410-07-25), I find no record of this proposal being heard by the Planning Commission. Please explain.
- 3) This development requires that a complete and accurate architectural site plan be submitted which is consistent with any conditions of approval for the Planned Development file #410-07-25 and includes all of the following;
 - a) The property lines as determined by the North Port Commerce Center Preliminary Subdivision Plat file #490-07-44 along with the dimensions and legal description,
 - b) All public way improvements such as sidewalks, lights, trees, approaches, fire hydrants, etc., and identified as "existing" or "proposed",
 - c) Driveway width of no more than 40 feet for each driveway unless approved for a wider width by SLC

2/20/2008

1 of 1

Engineering and Transportation Departments,

- d) A continuous public sidewalk through the each driveway unless approved otherwise by the SLC Engineering and Transportation Departments,
 - e) Pedestrian access from the public sidewalk to the entrance of the building,
 - f) Fencing and gate locations for the site (all accessory outdoor storage is required to be screened with a solid fence),
 - g) Bike rack location as close to the principal entrance as practical,
 - h) For the purpose of determining compliance to the parking lot landscaping requirements of 21A.48;
 - (i) Dimensions used for determining parking lot area and the square footage documented,
 - (ii) Interior parking lot landscaping areas equal to 5% of the parking lot with dimensions used for determining the area and the square footage documented,
 - (iii) A 7' minimum width for perimeter parking lot landscaping where parking stalls (including the required back out area) are closer than 20-feet to the property line,
 - i) The identification of all easements (including power and other utilities, cross access and cross drainage),
 - j) The dimension of all the front yard/parking setback and the rear yard landscaped area,
 - k) The location of any utility structures, generators, transformers, etc., planned for the site, and
 - l) The percentage of all open spaces (the area of the lot which is completely free and unobstructed from any structure, parking and hard surfaced maneuvering areas), etc.
- 4) After all adjustments are made as noted above in item #3, all other sheets in this proposal will need to be adjusted accordingly.
- 5) Recording of Avigation easement to be documented for permit issuance.
- 6) Drive approach radius, width and/or design shall meet SLC Engineering requirements. The Engineering Dept. may be reached at 535-7961.
- 7) Landscape Plans and Plant Schedules containing the following information will help determine whether this proposal meets the minimum landscaping requirements or in what areas it may be deficient:
- The location, quantity, size, and name (both botanical and common) of all proposed plants;
 - The type and location of all proposed ground covers including both botanical and common names of vegetative ground covers;
 - The location, size, and common names of all existing plants, including trees and other plants in the parkway, and indicating plants to be retained and removed. Also include a note that tree removal or tree planting in the public way requires approval from Bill Rutherford, SLC Urban Forestry (972-7818) or submit plans containing an Urban Forester approval signature;
 - Existing and proposed grading of the site indicating contours at two ft. intervals. Proposed berming shall be indicated using one ft. contour intervals;
 - Existing and proposed Public Utility easements and drainage swells with high waterline indicated;
 - Elevations of all fences and retaining walls proposed for location on the site;
 - Water efficient irrigation system;
 - A Summary Data Table indicating the area of the site in the following classifications:
 - a) Total area of parking lot (stall width, depth and required back out area).
 - b) Interior parking lot landscaping required/provided based on 5% of the parking lot.
 - c) Number of interior parking lot trees required/provided based on one tree per 120 sq. ft.
 - d) Perimeter parking lot trees required/provided where parking stalls (including the required back out area) are closer than 20-feet to the property line based on one tree per 50 ft. of length
 - e) Perimeter parking lot bushes required/provided where parking stalls (as noted above) are closer than 20-feet to the property line based on one shrub per 3 ft. on center along 100% of the yard length, except rear and side yards where it is 3 ft. on center along 50% of the length.
 - f) Dimension of street frontage and Parkway trees required/provided based on one tree per 30 ft. of lot width (there are currently no trees shown as required).
 - g) Total percentage of drought-tolerant trees and shrubs (80% minimum required).
- Note: Utah Power and Light should be contacted regarding trees planned under or near power lines.
- 8) Parking calculations provided are inconsistent with SLC requirements and therefore provide an incorrect parking requirement for this site. Please adjust the plans accordingly and be prepared to offer an

updated parking calculations table with each tenant finish to verify that adequate parking is maintained through the tenant finishes.

- 9) Parking calculations will determine the amount of bicycle parking required (capacity equal to 5% of required parking stalls). Please provide a bicycle rack detail. Rack design shall support the bicycle frame.
- 10) Public Utilities **approval** of the site drainage and water/sewer connection plans to be submitted to **this office** for permit issuance. For information on obtaining this approval, submit plans to Peggy Garcia at 1530 South West Temple or phone 483-6727.
- 11) Street lighting approval may be required. Contact Michael Berry at SLC Transportation Dept. Phone 535-7147.

NOTE: After the building permit is issued, a public way permit will be required from the Engineering Department prior to commencing any work in the public way.

Maloy, Michael

From: Miller, David
Sent: Tuesday, January 08, 2008 10:27 AM
To: Maloy, Michael
Cc: McCandless, Allen
Subject: Petition #410-07-25, #490-07-44

Michael,

Thank you for the notice Petition for Commercial planned development, North Port Commerce Center located approximately at 1802-1880 N. 2200 W. This address is in the Salt Lake City's airport influence zone "B" and is listed as a high noise impact zone. Salt Lake City requires an avigation easement for new development in this zone. The height restriction for this property is approximately 150' AGL. The owner or developer should contact me at the address or email below, to complete the avigation easement.

David Miller
Airport Principal Planner
Salt Lake City Department of Airports
P.O. Box 14550
Salt Lake City, UT 84114-5550
801.575.2972
david.miller@slcgov.com

From:
Sent:
To:
Cc:
Subject:

Re:
Date:
Time:
From:
To:
Cc:
Subject:

Date:
Time:
From:
To:
Cc:
Subject:

Maloy, Michael

From: Brown, Jason
Sent: Thursday, January 10, 2008 11:40 AM
To: Maloy, Michael
Cc: Garcia, Peggy
Subject: Preliminary Review of a Conditional Use Petition for a Commercial Planned Development #410-07-25
Categories: Program/Policy

Michael,

Public Utilities has reviewed the above mentioned petition and offer the following comments;

- The property must be annexed into Salt Lake City prior to any Public Utility approvals or permits being issued for construction.
- On-site detention will be required with an allowable outfall of 0.2 cfs/ac. Additional water quality requirements may be required for the individual lots according to the State's storm water permitting program (UPDES). There are three existing culverts (two 24-inch and one 36-inch) that are connected to this property that extend under I-215 and discharge into the City Drain. The drainage connection or any flows directed to these culverts must be approved by UDOT. A letter of this approval must be provided to Public Utilities.
- An UPDES Storm Water Permit for Construction Activities must be obtained prior to any demolition, site work or construction activities. A copy of the permit and the site's Storm Water Pollution Prevention Plan must be submitted to Public Utilities along with any future updates to the permit. Additional water quality and erosion control measures may be required by Public Utilities.
- Fire Department approval will be required. Fire flow requirements, hydrant spacing and access issues will need to be resolved with the fire department.
- The Corp of Engineers published the results of a 100-year flood study for the Great Salt Lake in September 1997. Assumptions of the study included a failure of the lake pumps that coincides with a 100-year flood event and an atypical wind event. The study projects with the above assumptions a high water elevation of 4213.9 USGS datum. According to Salt Lake City, North, Utah quad map this property would be flooded. Although this event is very rare, the developer should be made aware of the results of this study and accept the risks of building below this flood elevation.
- Any existing wetlands located on the site must be mitigated according to U.S. Corp of Engineer requirements. A letter of compliance from the Corp for any wetland issues must be provided to Public Utilities prior to any approvals or permits.
- All existing easements including power, gas, drainage, etc. must be clearly defined before final plat recordation. The Salt Lake City Odor Easement must be included as part of the final plat documentation.
- If a sewer lateral, storm drain, fire or water service line crosses through an adjacent property, an easement for that utility must be provided. Shared sewer, water, fire or storm drain utilities will not be allowed without maintenance agreements between lot owners.
- Before annexation into the city occurs, it is recommended that a report with calculated sewer and water needs be provided. Water service for this property would be provided from a 12-inch main with

1/14/2008

currently runs in 2200 West and dead ends near 2300 North. With the provided information, Public Utilities will need to model the water system in this area to determine if there is adequate water availability to service proposed developments in this area. Developments existing within current Salt Lake City proper boundaries would have priority for water availability from the 12-inch main. Salt Lake City's Master Water Plan includes extending this 12-inch line several miles to create a completely grided system in the future. Funding for this improvement is currently not available nor is it expected to be available within the next several years.

- Per SLC ordinance, the property owner will be required to extend the existing sewer main from the intersection of 1700 North and 2200 West north to the end of the property. This extension will be completed under a written agreement between the developer and Public Utilities. All construction must be bonded for by the owner.
- All sewer, water and storm drain main extension and connection agreements will need to be coordinated with Peggy Garcia at Public Utilities (483-6727).
- Design must be in accordance with Salt Lake City Public Utility Design Requirements.

Jason Brown, PE

Development Review Engineer
Salt Lake City Public Utilities
1530 South West Temple
Salt Lake City, UT 84115
(801) 483-6729
(801) 483-6855 fax

Attachment G – Department Comments on Subdivision

Petition No's. 410-07-25 and 490-07-44, North Port Commerce Center Planned Development and Subdivision,

Published Date: February 21, 2008

Maloy, Michael

From: Walsh, Barry
Sent: Thursday, January 03, 2008 11:23 AM
To: Maloy, Michael
Cc: Young, Kevin; Drummond, Randy; Itchon, Edward; Garcia, Peggy; Spencer, John; Butcher, Larry
Subject: Pet 490-07-44 & 410-07-25, North Port Center
Categories: Program/Policy

January 3, 2008

Michael Maloy, Planning

Re: Preliminary Review of "North Port Commerce Center" - Subdivision pet 490-07-44 and Conditional Use PUD pet 410-07-25 at 1802-1880 North 2200 West.

The Division of Transportation review comments and recommendations are subject to compliance with city standards and installation of required improvements as follows:

The 2200 West is to be an arterial class roadway, it is currently a two lane southbound and one lane northbound paved roadway with bike lanes on both sides. Verification of sufficient city right-of-way for development of an arterial class roadway 65' TBC on 84' right of way, with curb & gutter, sidewalk, drainage, street lighting, etc. is required.

1700 North roadway is a 48 foot wide special collector class roadway connecting 2200 West with Redwood Road as a I-215 overpass and a 64 foot wide residential special collector with a center turn lane, one travel lane in each directions, bike lanes and some residential abutting parallel parking.

The private drive needs to remain private as presently designed. Future conversion to a public roadway should be per city standards as a minimum 30' width for two travel lanes with a pedestrian sidewalk recommended on at least one side. To be a future public roadway the driveways at 2200 West and 1700 South would be intersections and the access from the "private" road to the individual lots would then be defined as driveways. There would also be issues with drainage separation and street lighting.

A traffic impact report is recommended to evaluate the impact on neighboring roads and the 1700 North 2200 West intersection. Also an evaluation of the location of the proposed maximum 40' wide access drives for sight distance due to existing vertical roadway profiles is recommended. Access easements and right-of-way verification needs to be clarified along the north side of the 1700 North Roadway.

The site plan is subject to DRT review standards. Please show city standard driveways with continuous pedestrian sidewalks along the public way and pedestrian access from the public way to the buildings. Parking layouts need to be fully dimensioned and need to specify ADA stall locations. ADA stalls need details indicating van accessibility and signing. The grading plan needs more details to reflect 2% maximum grades at the ADA stalls and off loading area(s). Parking calculations are to include 5% bicycle parking for each lot or building development.

All private utility services are to be provided on site and landscaping is to include park strip trees per the City Foresters review in coordination with street lighting and driveway locations.

Sincerely,

Barry Walsh

2/20/2008

Maloy, Michael

From: Brown, Ken
Sent: Thursday, January 03, 2008 1:50 PM
To: Maloy, Michael
Cc: Butcher, Larry
Subject: North Port Commerce Center Petition 490-07-44
Categories: Program/Policy

Date: January 3, 2008

To: Michael Maloy, Planning Division

From: Ken Brown
Senior Development Review Planner
535-6179

Re: **North Port Commerce Center Preliminary Review Petition 490-07-44**

The Building Services Division review comments are as follows:

1. It is understood that the proposal is for a three lot subdivision yet the plat indicates a single lot with three phases. The three phases are then defined by legal description. Phase I should probably be identified as LOT 1, Phase II as LOT 2, etc. and the legal descriptions identified accordingly.
2. Each lot meets/exceeds the minimum lot area of twenty thousand (20,000) square feet and lot width of one hundred (100) feet.
3. This property is located in an Airport Influence Zone B. The subdivision of land in this influence zone requires recording of an avigation easement.
4. This property abuts a federal interstate highway. Freeway scenic landscape setbacks are to be established along all federal highways to enhance the visual appearance of Salt Lake City and reduce visual distractions. A scenic landscape setback of twenty (20) feet in width along the entire freeway frontage should be reserved for this purpose on LOT 3.
5. If the freeway scenic landscape area is to be used for site detention, adequate area should be provided such that all required trees and shrubs can be planted above the high water line.

TO: MICHAEL MALOY, PRINCIPAL PLANNER, PLANNING
DIVISION

FROM: RANDY DRUMMOND, P.E., ENGINEERING

DATE: JAN. 7, 2008

SUBJECT: **North Port Commerce Center Subdivision –
1802-1880 N 2200 West
490-07-44**

Engineering review comments are as follows:

1. This submission consists of a 3 lot subdivision on 28.62 Acres in the Business Park Zoning District, located at 1802-1880 North 2200 West. The proposed subdivision will need to provide sufficient right-of-way, by dedication, on 2200 West for a 32' street half-width within a 42' right-of-way as per the requirements of SLC Transportation Division. Street improvements of curb, gutter (APWA Std. Dwg. # 205A), sidewalk (APWA Std. Dwg. # 231) and asphalt strip pavement (APWA Std. Dwg. # 251) will be required on 2200 West. All driveways shall be constructed as per APWA Std. Dwg. # 221, unless otherwise required by SLC Transportation Division. Any private street and public access-way improvements shall meet the requirements of APWA # 205 A for curb and gutter, and the required soils report criteria for asphalt pavement.
2. The developer must enter into a subdivision improvement construction agreement. This agreement will include the improvements required on 2200 West, 1700 North, and also the private street and access ways within the project site which meet the criteria of a public access way. 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.
3. The construction drawings need to include a cover sheet, with the following:

The following approval signatures are required on the cover sheet for the project:
SLC Transportation for approval of street geometrics and street lighting.
SLC Fire Department
SLC Public Utility Department (sewer, water & drainage improvements)
SLC Engineering Division (street design)
SLC Planning Department
Drawings must be submitted by the developer to each of these SLC divisions for review.

Page 2
Michael Maloy
North Port Commerce Center
Jan. 7, 2008

4. SLC Transportation must review and approve street geometrics and street lighting.
5. A certified address must be obtained 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 SLC Public Utilities.
8. The proposed plat is being reviewed, and any required changes will be made available to the applicant's consultant via redlined copy.

cc: Scott Weiler
Brad Stewart
Barry Walsh
Vault

Maloy, Michael

From: Miller, David
Sent: Tuesday, January 08, 2008 10:27 AM
To: Maloy, Michael
Cc: McCandless, Allen
Subject: Petition #410-07-25, #490-07-44

Michael,

Thank you for the notice Petition for Commercial planned development, North Port Commerce Center located approximately at 1802-1880 N. 2200 W. This address is in the Salt Lake City's airport influence zone "B" and is listed as a high noise impact zone. Salt Lake City requires an aviation easement for new development in this zone. The height restriction for this property is approximately 150' AGL. The owner or developer should contact me at the address or email below, to complete the aviation easement.

David Miller
Airport Principal Planner
Salt Lake City Department of Airports
P.O. Box 14550
Salt Lake City, UT 84114-5550
801.575.2972
david.miller@slcgov.com

SALT LAKE CITY CORPORATION

LAW DEPARTMENT

CANDEE PENMAN
PARALEGAL

ROSS C. ANDERSON
MAYOR
EDWIN P. RUTAN, II
CITY ATTORNEY

MEMO

TO: Michael Maloy – Planning
FROM: Candee Penman, City Attorney’s Office *CP*
DATE: January 2, 2008
RE: Preliminary Plat Approval for the North Port Commerce Center Subdivision

The information contained on the preliminary plat looks fine, however the utility easements will need to be identified and labeled.

Let me know if you have any questions, Thanks – Candee – 7632

*-and I'm assuming they will put on the owners dedication-
CP*

Attachment H – Photographs of Property

Petition No's. 410-07-25 and 490-07-44, North Port Commerce Center Planned Development and Subdivision,

Published Date: February 21, 2008

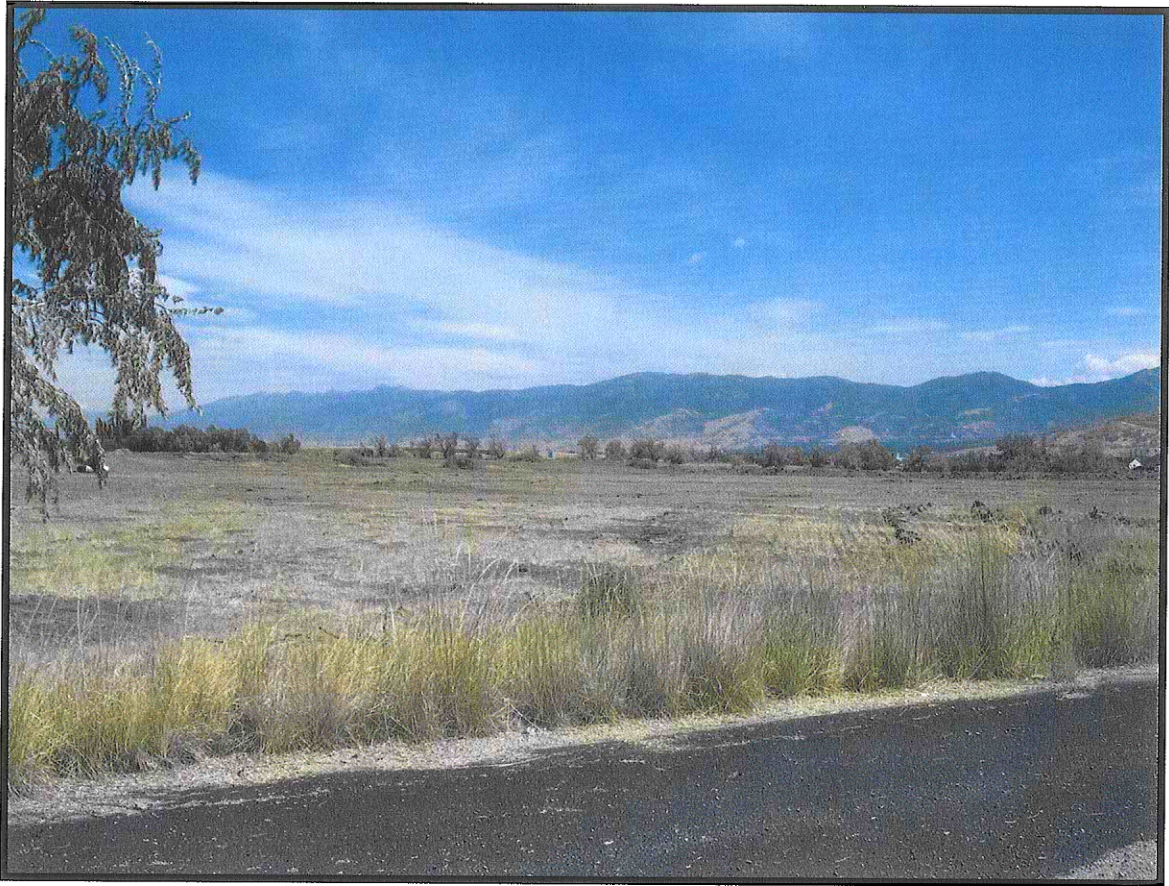
Property Photographs – 1802 – 1880 North 2200 West



2200 West Frontage – North View



1700 North Frontage – East View



Northeast View



North View