PLANNING COMMISSION STAFF REPORT

Petition No's. 410-07-32, 490-07-49, & 400-07-25, 300 West Towne Center Commercial Planned Development, Subdivision, and Alley Closure Located Approximately at 1120 South 300 West.

Planning and Zoning Division
Department of Community

Development

Public Hearing Date: February 13, 2008

Applicant: Chad Nielson, Project Manager with CLC Associates

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

Tax ID: 08-33-201-001-2026, 08-33-201-001-6026, 15-01-379-020, 15-02-230-001, 15-12-330-003, 15-12-330-005, 15-12-330-006, 15-12-330-007, 15-12-331-004, 15-12-331-005, 15-12-376-004, 15-12-380-001, 15-12-380-007, 15-12-380-008, 15-12-380-009, 15-12-380-010, 15-12-451-001, 15-24-378-001, 16-23-178-003, 16-23-178-021

<u>Current Zone</u>: CG General Commercial District

Master Plan Designation: Regional Commercial/Industrial (Central Community Master Plan)

Council District: 5, Jill Remington Love

Acreage: $18.3 \pm acres$

<u>Current Use</u>: Various commercial storage, manufacturing, and services.

Applicable Land Use Regulations:

- 21A.26.070 CG General Commercial District
- 21A.54 Conditional Uses
- Title 20 Subdivisions
- Chapter 14.52 Disposition of City Owned Alleys

Attachments:

- A. Planned Development Narrative
- B. Preliminary Subdivision & Site Plan
- C. Proposed Sign Plan
- D. Alley Closure Map
- E. Citizen Letter
- F. Department Comments on Conditional Use & Subdivision
- G. Department Comments on Closure
- H. Photographs of Alley & Abutting Property

Request: Chad Nielson, Project Manager with CLC Associates, in behalf of Miller Weingarten Realty LLC, a design and entitlement company, has proposed development of a 210,600 \pm square foot commercial retail goods and services center located approximately at 1120 South 300 West. As part of this proposal, the applicant requests conditional use approval to develop the center as a Planned Development in order to modify landscape buffers, sign standards, and subdivision standards. The applicant also proposes to record a subdivision that would combine 20 parcels encompassing 18.3 \pm acres into eight parcels (original petition incorrectly identified seven parcels). Additionally, the applicant has requested closure of a public alley located immediately north and adjacent to 338, 340, 344, 352, and 356 West Paxton Avenue (1170 S), which is within the project boundaries.

<u>Public Notice</u>: Staff has complied with public notice requirements of the Salt Lake City Code by mailing public hearing notices to all land owners within 300 feet of the subject property and posting the property at least ten days in advance of the hearing.

<u>Staff Recommendations</u>: Staff recommends the Planning Commission grant approval of **Petition # 410-07-32** for the proposed commercial planned development as a conditional use based on the enclosed findings and subject to the following conditions of approval:

- Regulations modified by approval of planned development are limited to landscape buffers widths, signage standards, and subdivision parcels fronting on private property as described and illustrated within the attachments of this staff report dated January 7, 2008. All other City regulations shall remain in force.
- Applicant may modify buffer widths only where necessary between contiguous properties within the proposed development and adjacent to I-15; however all other buffer regulations should be maintained as required by City Code 21A.48 (Landscaping and Buffers).
- 3. All sidewalks shall be separated from the public right of way by a park strip with a minimum width of five feet. All park strips shall be fully landscaped and planted with deciduous shade trees spaced no more than 30 feet apart on center in compliance with City standards and subject to approval by the Urban Forester.
- 4. Sidewalk design does not fully satisfy City standards for ADA access. With the advice and consent of the Transportation Division, Planning staff shall coordinate with the applicant the location and design specifications for additional private sidewalks. All sidewalks intersections with vehicular drive aisles shall provide an accessible ramp. All sidewalks should be interconnected and form a continuous pedestrian path throughout the commercial center.
- Applicant shall provide for staff approval a lighting study for each phase of construction. To prevent light pollution and glare all lighting should be shielded and downward oriented, with exception for decorative or architectural lighting.
- 6. Staff shall approve product selection and placement of all outdoor site furnishings, which shall include decorative benches, waste receptacles, and bike racks.
- Applicant shall provide raised planters along the building fronts of the proposed Target and buildings A and B due the unusually wide sidewalk. Planter height should be suitable for use as secondary seating.
- 8. Approval is subject to compliance with all department comments contained within Attachment F Department Comments on Conditional Use & Subdivision.

Staff recommends the Planning Commission grant approval of Petition # 490-07-49 for the proposed preliminary subdivision based on the enclosed findings and subject to the following recommended conditions of approval:

- All adjacent public sidewalks and park strips shall comply with City improvement standards. Specifically all park strips and sidewalks shall be a minimum of five feet wide. All park strips shall be fully planted with deciduous shade trees planted no less than every 30 feet on center.
- To encourage efficient pedestrian and vehicular transportation, the applicant is required to provide cross access between parcels within the subdivision and cross access between parcels immediately abutting the subdivision (where feasible). Fencing and other landscape buffers provided by applicant shall not interfere or prohibit cross-access.
- 3. Operation of proposed signalized intersection on 300 West, is subject to submittal, approval and construction of off-site improvements required for property located approximately at 1095 S 300 W and 1125 S 300 W (owned by Seelos Family Limited Partnership).
- 4. Approval is subject to compliance with all department comments contained within Attachment F Department Comments on Conditional Use & Subdivision.

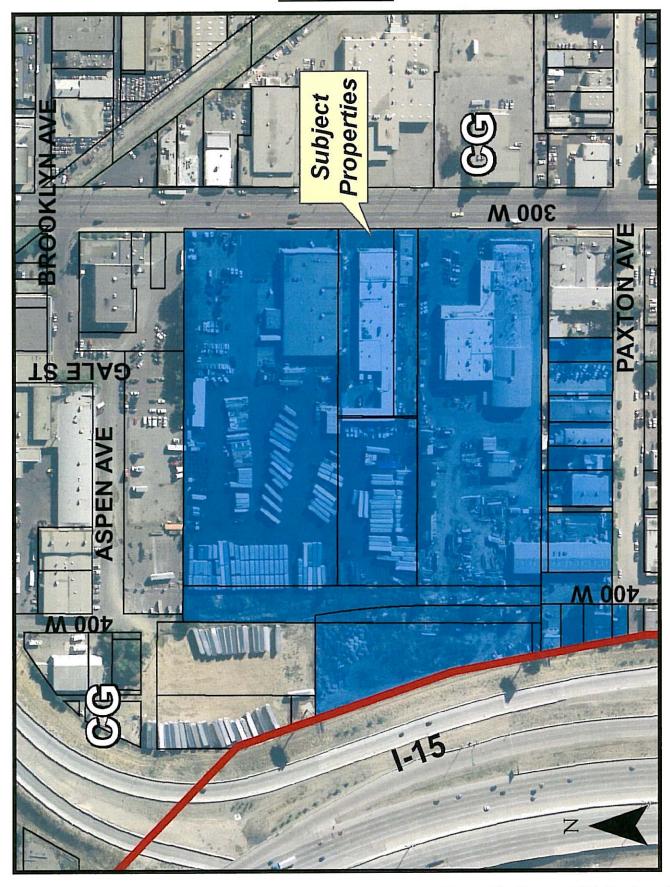
Staff recommends the Planning Commission forward to the City Council a recommendation for approval of **Petition** # 400-07-25 for partial alley closure as described in Attachment D – Alley Closure Map based on the enclosed analysis and findings subject to the following condition:

- The proposed method of disposition of the alley property shall be consistent with Section 14.52.020 Method of Disposition and Chapter 2.58 City-Owned Real Property of the Salt Lake City Ordinance.
- 2. Applicant shall coordinate with the City and the owner of the adjacent property located at 1154 S 300 W the design for improvements within the alley closure, whether closure is granted in full or in part. (Colored site plan incorrectly indicates off-site landscaping located along alley abutting property, which is not a part of the proposed subdivision or planned development).

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

VICINITY MAP



Petition No's. 410-07-32, 490-07-49, 400-07-25, 300 West Towne Center Commercial Planned Development, Subdivision, and Alley Closure

COMMENTS

Public Comments: Staff received one citizen e-mail that is supportive of the project and one letter from an adjacent property owner that identified several concerns regarding potential negative impacts to adjacent commercial property (see Attachment E – Citizen Letter).

Open House Comments: Whereas the proposed development lies within the People's Freeway Neighborhood Community Council district, and is also within 600 feet of the Poplar Grove Community Council district, the Planning Division held an "open house" at the City and County Building on November 7, 2007. The open house was attended by various members from the development team, one staff member, and approximately six members from the general public. No members from either community council were in attendance. Although staff noted that there was positive support for the project, some attendees expressed concerns regarding project phasing, construction impacts, scope of transportation improvements, and potential adverse impacts.

City Department Comments: The Central Community Master Plan has characterized the heavily developed area as "a mixture...of major commercial and manufacturing uses" (page 7, Central Community Master Plan). The subject property contains the following existing land uses, all of which will be relocated if the proposed development is granted approval and permitted by the City:

STAFF ANALYSIS

Project History: The proposed development is located within the People's Freeway Neighborhood. The Central Community Master Plan has characterized the heavily developed area as "a mixture...of major commercial and manufacturing uses" (page 7, Central Community Master Plan). The subject property contains the following existing land uses, all of which will be relocated if the proposed development is granted approval and permitted by the City:

- 1. **Semi Service** is located at 1082 South 300 West, extending west to (but not including) a Vacated section of 400 West. This property is owned and occupied by Semi Service. The site contact was identified as Marty Seelos, President of Semi Service. Inc.
- 2. **Swirl Woodcraft** is located at 1104 South 300 West. The property is owned and occupied by Swirl Woodcraft. The site contact was identified as Jay Hale, owner of Swirl Woodcraft.
- 3. **Crankshaft Grinding** is located at 1124 South 300 West. This property is owned and Occupied by Crankshaft Grinding. The site contact was identified as Alan Stephens, owner of Crankshaft Grinding.
- 4. The Young electric Sign Company (YESCO) operation is located at 1148 South 300 West, extending west to the Interstate 15 corridor, including a vacated section of 400 West. This property is owned and occupied by YESCO. The site contact was identified as Jeff Young. YESCO owns additional property within the development area that is occupied by various tenants, which are identified and described separately.
- 5. **Superior Grinding** (YESCO tenant) occupies two buildings located at 344 West Paxton Avenue and 352 West Paxton Avenue. YESCO identified the occupant contacts as Jeff Flitton, owner of Superior Grinding.
- 6. The **Krueger** rental residence is located at 356 West Paxton Avenue. The property owner was identified as Albert Krueger. The home is currently rented.
- 7. **Tolboe Construction Company** (YESCO tenant) occupies the building located at 1150 South 400 West. YESCO identified the occupant contact as Michael Tolboe, owner of Tolboe Construction Company.
- 8. Schneider Auto Karosserier (YESCO tenant) occupies the building at 1162 South 400 West for automobile detail and storage. The main Schneider operation is located adjacent south of this building. YESCO identified the occupant contact as Margrit Schneider.
- 9. Baker's C&C (YESCO tenant) is located at 367 West Paxton Avenue. YESCO identified the occupant contact as Bob Carter.
- 10. YESCO Long-Term Document and Personal Storage property (361 West Paxton Avenue) is located in the building at 361 West Paxton Avenue.

The applicant appeared before a Planning Commission subcommittee on November 5, 2007 to discuss preliminary development plans for the project. Tami Hansen, Senior Secretary in the Planning Division summarized the meeting discussion as follows:

Planning Commission comments and recommendations:

- 1. What flexibility does the developer need with regard to traffic circulation and landscaping? The Commission did not understand why the developer was choosing to do a planned development.
- 2. The tenants at the street pad, would like a retail use, but the Commission suggested and bank or shop pad.
- 3. Is there accessible pedestrian circulation? Developers explained that there would be pedestrian access from 300 West, two accesses from Paxton Street and a controlled intersection with a traffic light as well as a TRAX stop at 300 West that would allow for comfortable access.
- 4. The Commission commented they would like to see ADA access and not have pedestrians mixing with vehicular traffic. The Developer noted that there would be sidewalks in the parking lot that would lead to storefronts so pedestrians would not have to cut through the parking lot and it would create a safer environment.
- 5. Commissioners inquired about signage. The Project Manager noted there would be one freeway sign, three monument signs, and one pole sign, which is below the amount of signage the City would allow.
- 6. The Commissioners questioned the three diamond tree landscaping in the parking lot and suggested that the developer come up with something else since this setup does not really work in four season projects, especially interfering with snow removal.
- 7. Commissioners suggested making this a Super Target, since a grocery store was desperately needed in the area.

Conclusion:

Overall the Subcommittee liked the layout of the project, would like more input from the Transportation Department.

Recommendation:

Developer to bring details to the next meeting; i.e. color visuals, samples of building supplies, streetscapes, to show that the project is preserving the sense of the surrounding neighborhood.

Following the subcommittee meeting, the proposed development was reviewed by the Planning Commission during an Issues Only Hearing (i.e. conceptual plan review) held December 12, 2007. At that time, staff identified the following issues, concerns and recommendations:

Conditional Use for Planned Development (Petition No. 410-07-32). With regard to the conditional use petition staff is concerned with the landscape plan within the more visible areas of the project. Although the project appears to exceed the total area of required landscaping, staff believes that a significant amount of landscaping is in less visible areas, such as within a proposed detention basin located at the northwest corner of the site.

In general staff would encourage additional landscaping within the parking lot, along store fronts and adjacent to sidewalks (both public and private). More specifically staff suggests the following:

- Parking lot landscape diamonds and fingers should be added to reduce the urban heat island, provide cooling shade, and humanize the expansive parking lot design.
- All park strips should be planted with deciduous shade trees planted at least 25 feet on center (currently some tree plantings are spaced approximately 50 feet apart or non-existent in other areas of the plan).
- All parking lot islands should be fully landscaped and have at least two trees planted symmetrically where possible to provide vertical definition for vehicle operators (especially for snow plow drivers).
- Drive aisles parallel to 300 West should have a formal tree planting plan along both sides of the drive aisle that is aesthetically attractive and visually defines the aisles as primary vehicle transit paths through the center.

Along with vehicle circulation, pedestrian circulation also needs to be thoroughly planned. Although the applicant has provided two east-west pedestrian paths, they do not sufficiently connect with the commercial pads or public sidewalk system along 300 West. Pedestrian paths need to be both desirable and meaningful in their design and placement in order to have any realistic and beneficial use to the public. Linear pathways should be aligned and where reasonable, have demarcation across drive aisles (two striped pedestrian crossings have been shown by the applicant). Pedestrian paths should also be sufficiently buffered from vehicle traffic and include ramps at all intersections with drive aisles. Pedestrians should feel accommodated and not as a trivial afterthought, especially since the site is within walking distance of the 1300 South Ballpark TRAX station located at 180 West 1300 South.

Site features within the planned development could include upgraded "way-finding" signage, decorative lighting, hardscape improvements, bike racks, and other site furnishings such as benches, waste receptacles and ash urns.

Planning, design and product selection of site features such as these should not be overlooked or deferred to "value engineering" proposals from sub-contractors. Staff highly encourages that these features be planned for and specified as part of the planned development approval.

Building architecture seems reasonable for a "big box" anchored commercial retail strip, but staff questions whether or not it sufficiently meets the intent of the planned development land use regulations. The developer has indicated to staff that the proposed building elevations are an upgrade from standard designs and the store format is new to the local market.

The proposed sign locations and sizes also seems reasonable for the scope and purpose for the proposed development, however staff would encourage the applicant to propose a more design oriented sign plan. Wall signage within the center should also be given design guidelines as part of the planned development.

Subdivision (Petition No. 4907-07-49). The primary concern staff has with the subdivision plan are the potential impacts and proposed improvements to the public right of way. For your information, the applicant submitted to the City a comprehensive traffic impact study prepared by A Trans Engineering which is still under review by the Salt Lake City Transportation Division.

Another concern the Planning Division has identified at this point in time is the question regarding phasing of the project and how to manage future pads or undeveloped portions of the site during operation of completed phases. Staff has encouraged the applicant to specify all of the improvements that would be necessary to support the operation of each phase of development, which improvements will be required for completion prior to occupancy.

Alley Vacation (Petition No. 400-07-25). The alley vacation request was initiated by the petitioner in order to include the property within the developed portion of the project. Initially the applicant desired to vacate the public alley in its entirety, but the applicant was unable to secure control of one property (located at 1154 S 300 W) abutting the public alley and instead submitted a petition for a partial alley vacation (see Attachment D – Alley Vacation Map). However, staff received a cursory comment from the Salt Lake City Transportation Division that they prefer a complete alley vacation rather than a partial. Presently, the alley in question does not appear to serve any useful purpose for the abutting property owners as each affected parcel has frontage on and access from a public street.

Based on Chapter 14.52 (Disposition of City Owned Alleys) of the City Code, this portion of the development proposal will require Planning Commission recommendation to the City Council for decision. In the event that the petition is denied by the City Council, the applicant will need to submit an alternative development plan that maintains the public alley.

In response to the December 12, 2007 staff report the applicant appeared before the Planning Commission and presented a modified site plan with additional pedestrian paths and increased landscaping within parking lots. The modified plan was favorably received by the Commission; however public comment remained concerned with transportation impacts and connectivity with surrounding land uses.

Master Plan Analysis: The Central Community Future Land Use map identifies the subject property as Regional Commercial/Industrial (page 2, Central Community Master Plan). The Central Community Master Plan defines Regional Commercial/Industrial as:

Regional commercial / industrial land uses include larger commercial land uses that require regularly scheduled trucking deliveries and product shipping. These land uses attract large volumes of traffic from customers and/or employees and therefore are located near freeways and major arterials. Examples include, but are not limited to, automobile dealers, light manufacturing, assembly, small production, semi/ truck dealers, "big box" and "superstore" retailers, and businesses heavily dependent on the automobile and trucking industries (page 11, Central Community Master Plan).

Staff has determined that both the existing zoning district and proposed land use are generally compatible with the current master plan designation. However, the Central Community Master Plan identifies on page 8 that the 1990 Urban Design Element plan is also applicable to the subject property. Upon reviewing these plans, staff believes that there are several specific master plan recommendations and policies that may not have been adequately addressed by the applicant's development plan. Where applicable, staff has recommended plan modifications to more fully comply with the intent of the Central Community Master Plan and Urban Design Element.

APPLICABLE LAND USE REGULATIONS

Salt Lake City Code provides standards of review for each one of the three petitions being considered by the Planning Commission. Salt Lake City Code empowers the Planning Commission to rule upon both the Conditional Use and Preliminary Subdivision petitions. With regard to the Alley Closure petition, the Commission is limited to forwarding a recommendation to the City Council and Mayor for future action.

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;

Analysis: A planned development is a specific type of conditional use listed in Section 21A.54 of the Zoning Title. The proposed uses (commercial goods and services) are permitted in the CG General Commercial District.

Finding: A planned development is specific category of conditional use listed in the Zoning 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;

Analysis: The purpose of a planned development is to encourage the efficient use of land and resources, promote greater efficiency in public and utility services and encourage innovation in the planning and building of all types of development. The subject property contains 18.3 ± acres and is roughly 885' wide by 814' deep. The large scale of the private property creates some difficulty to efficiently develop a harmonious regional commercial center and provide sufficient street frontage (without additional street dedications), landscape buffers (between compatible land uses), and an efficient sign plan for all commercial parcels within the proposed development. Based upon compliance with staff recommendations contained within this staff report and its attachments, the proposed development is generally compatible with and implements the applicable planning goals and objectives of the City.

Finding: The proposed development is consistent with the general purpose and intent of the Salt Lake City Zoning Title and is compatible with and implements the planning goals and objectives of applicable 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;

Analysis: The Transportation Division has reviewed the proposed development and has found that the traffic generated by the proposed development will require specific improvements to public infrastructure (see Attachment F – Department Comments on Conditional Use & Subdivision). Although both the *Target 300 West/1200 South Traffic Impact* Study and the Transportation Division's findings indicate that the proposed project will have a negative impact on surrounding streets and anticipated traffic, the required improvements will mitigate the negative impacts as much as is reasonably possible while encouraging redevelopment of the site and reinvestment in the Central Community.

Finding: The proposed private development will provide sufficient public improvements that will reasonably mitigate anticipated traffic impacts on adjacent streets.

D. The internal circulation system of the proposed development is properly designed;

Analysis: The internal circulation of the proposed development has been reviewed by the Development Review Team. The review included a representative from Transportation, Public Utilities, Building Services, Engineering, and Fire. The review team noted that the circulation system is adequate for normal vehicle movement. The Fire Plans Inspector specifically mentioned that the design provides adequate space for fire engines to maneuver within the site, including an approved fire apparatus turn around.

Finding: The internal circulation system for the proposed development is properly designed and appropriate for vehicular circulation, however staff recommends further refinement to the pedestrian circulation system.

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;

Analysis: Public Utilities have reviewed the proposed development and have indicated that the property can be adequately served without having any adverse impact on adjacent land uses or resources.

Finding: Public Utility service for the proposed development is adequate and 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;

Analysis: The applicant requests permission to reduce landscape buffers between proposed land uses within the development, and buffer requirements along the Interstate (see Attachment A – Planned Development Narrative). Adjacent land uses are generally classified as follows:

- North Commercial services / outdoor storage
- South Commercial services / quasi-manufacturing businesses
- East 300 West / Commercial services / quasi-manufacturing businesses
- West Interstate (I-15)

The proposed development is compatible with existing adjacent land uses. Therefore staff recommends approval of the applicant's request to modify buffer widths only where necessary between contiguous properties within the proposed development and adjacent to I-15; however all other buffer regulations should be maintained as required by City Code 21A.48 (Landscaping and Buffers). Staff further recommends maintenance of all other buffers between the subject property and adjacent properties outside of the proposed development. To address this issue, building Services will perform a review of the landscape plan to insure that it complies with the buffer requirements. Staff also recommends the applicant provide a lighting study for each phase of construction. To prevent light pollution and glare all lighting should be shielded and downward oriented, with exception for decorative or architectural lighting.

Finding: Staff finds that buffer widths between contiguous parcels contained within the development, and when adjacent to I-15, may be reduced as requested, however all other buffer regulations shall apply in order 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;

Analysis: Although the applicant has expressly professed the architectural quality of the proposed development, building architecture appears to be rather typical for current commercial development trends. However, building architecture and materials are compatible with the adjacent neighborhood.

Finding: The architecture and building materials are consistent and compatible with the adjacent neighborhood.

H. Landscaping is appropriate for the scale of the development;

Analysis: The proposed landscape plan provides 19,500 square feet (3 % of total area) of perimeter landscaping, and 67,500 square feet (8 % of total area) of interior landscaping, which complies with the minimum landscaping requirements for the CG District.

Finding: The proposed landscape plan is appropriate for the scale of the proposed development subject to the comments and conditions contained within this staff report.

I. The proposed development preserves historical, architectural and environmental features of the property;

Analysis: The site is not located within a local or national historic district and there are no known environmental features on the subject property.

Finding: There are no known historical, architectural, or environmental features on the subject property.

J. Operating and delivery hours are compatible with adjacent land uses;

Analysis: The proposed development is intended to contain retail goods and service establishments. Although not expressly requested by the applicant, professional offices and other uses permitted within the CG District may also occupy portions of the project. As such, it is reasonable to assume that operating and delivery hours may be 24 hours each day, unless specifically prohibited by code. For example, Salt Lake City Ordinance 9.28.040(6) (Noise Control – Noises Prohibited) regulates the following:

Loading Operations: Loading, unloading, opening or otherwise handling boxes, crates, containers, garbage containers or other objects between the hours of nine o'clock (9:00) P.M. and seven o'clock (7:00) A.M. the following day, or between the hours of nine o'clock (9:00) P.M. and nine o'clock (9:00) A.M. when the following day is a Sunday or legal holiday, in such a manner as to violate section 9.28.060 of this chapter, or its successor section, or cause a noise disturbance;

Finding: Operating and delivery hours of the proposed land use will be compatible with adjacent land uses subject to compliance with all applicable City ordinances.

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;

Analysis: The proposed planned development is consistent with the purpose, intent, and standards for the CG District.

Finding: The proposed planned development is compatible with the surrounding neighborhood and will not have a material net cumulative adverse impact on the neighborhood or the city because it is consistent with the objectives of a planned development and is compatible with and implements the planning goals and objectives of applicable master plans.

L. The proposed development complies with all other applicable codes and ordinances.

Analysis: The proposed development has been reviewed by the Development Review Team (DRT) and applicable City Divisions. The requirements of the applicable City Divisions shall be fulfilled by the applicant prior to building permits being issued by the City.

Finding: The proposed development shall comply with all 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.

 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.

Analysis: The minimum lot area for a planned development located in a CG District is 1 acre. The subject property contains $13.8 \pm$ acres, with proposed parcels ranging in size from .79 of an acre to 17.33 acres.

Finding: The subject property exceeds the minimum net lot area for a planned development in the CG District.

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.

Analysis: The proposed commercial development does not include any residential development, nor does it exceed any of the requisite CG Commercial General District regulations. Therefore this standard does not strictly apply.

Finding: This standard is not relevant to the proposed commercial planned development.

Consideration of Reduced Width Public Street Dedication.

Analysis: The proposed planned development does not include a reduced width public street.

Finding: The proposed planned development does not include any reduced width public street dedications.

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.

Analysis: The CG General Commercial District is not listed in this section. Therefore, these standards do not apply.

Finding: These standards do not apply to planned developments in the CG General Commercial District.

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.

Analysis: Table 21A.26.090 specifies the following yard and bulk regulations for the CG District:

Lot Area Regulations	Minimum Lot Width	Maximum Building Size	Maximum District Size	Maximum Building Height	Minimum Front or Corner Side Yard	Minimum Interior Side Yard	Minimum Rear Yard	Required Landscape Yard	Landscape Buffer Yard
10,000 sf minimum	60'	None	None	60' or 4 stories; conditional use; maximum 90' or 6 stories	10'	No minimum	10'	The first 10' of front or corner side yards	15'

Finding: Proposed development complies with the standard for minimum perimeter setbacks.

6. Topographic Change: The planning commission may increase or decrease the side or rear yard setback where there is a topographic change between lots.

Analysis: The proposed development plan complies with applicable side and rear yard setback regulations.

Finding: Applicant has not requested any modification of side or rear yard setbacks.

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 demonstrably advance the policies and objectives of the Central Community Master Plan and CG General Commercial zoning district.

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 CG zoning 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 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 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.

Alley Closure Standards: Chapter 14.52 of the Salt Lake City Code outlines the procedure for the disposition of City owned alleys and establishes criteria for evaluating the public's interest in an alley. Chapter 2.58 of City Code regulates the disposition of surplus City-owned real property. When evaluating requests to close or vacate a public alley, the City considers whether or not the continued use of the property as a public alley is in the City's best interest. To accomplish this, noticed public hearings are held before both the Planning Commission and City Council to consider the potential adverse impacts created by a proposal. Once the Planning Commission has reviewed the request, a recommendation from the Commission is forwarded to the City Council for consideration.

The Planning Commission must also make a recommendation to the Mayor regarding the disposition of the property. If the Commission recommends that the alley property be declared surplus, the property should be disposed of according to Section 2.58 City-Owned Real Property of the Salt Lake City Code. The City Council has the authority to make the final decision with respect to alley vacations and closures.

A recommendation from the Planning Commission requires analysis of the following ordinances with respect to the requested partial alley closure (see Attachment D – Alley Closure Map):

Salt Lake City Code, Section 14.52.020: Policy Considerations for Closure, Vacation or Abandonment of City Owned Alleys

The City will not consider disposing of its interest in an alley, in whole or in part, unless it receives a petition in writing which demonstrates that the disposition satisfies at least one of the following policy considerations:

- A. Lack of Use: The City's legal interest in the property appears of record or is reflected on an applicable plat; however, it is evident from an on-site inspection that the alley does not physically exist or has been materially blocked in a way that renders it unusable as a public right-of-way.
- B. Public Safety. The existence of the alley substantially contributes to crime, unlawful activity or unsafe conditions, public health problems, or blight in the surrounding area.
- C. Urban Design. The continuation of the alley does not serve as a positive urban design element.
- D. Community Purpose. The Petitioners are proposing to restrict the general public from use of the alley in favor of a community use, such as a neighborhood play area or garden.

Analysis: The portion of the public alley being requested for closure by the applicant does currently exist, however it is located within the proposed 300 West Towne Center redevelopment plan and will not serve as a positive urban design element as proposed.

Finding: Based on the applicant's redevelopment plan, the public alley is not necessary for continued use as a public right-of-way nor does it serve as a positive urban design element. The request satisfies at least one of the policy considerations listed above as required by Section 14.52.02 of the Salt Lake City Code.

Salt Lake City Code, Section 14.52.030B (Processing Petitions - Public Hearing and Recommendation from the Planning Commission.

Upon receipt of a complete petition, a public hearing shall be scheduled before the Planning Commission to consider the proposed disposition of the City owned alley property. Following the conclusion of the public hearing, the Planning Commission shall make a report and recommendation to the City Council on the proposed disposition of the subject alley property. A positive recommendation should include an analysis of the following factors:

1. The City Police Department, Fire Department, Transportation Division, and all other relevant City departments and divisions have no objection to the proposed disposition of the property;

Analysis: Staff requested input from pertinent City departments and divisions. Comments were received from the Transportation Division, Building Services and Licensing Division, and the Public Utilities Department. These comments are contained within Attachment G – Department Comments on Closure.

Finding: The appropriate City departments and divisions have reviewed this request and have no objections to the proposed disposition of the alley property.

2. The petition meets at least one of the policy considerations stated above;

Analysis: The proposed alley closure satisfies the" Urban Design" policy considerations (see analysis above).

Finding: The petition meets at least one of the policy considerations stated in Section 14.52.020 of the Salt Lake City Code.

3. The petition must not deny sole access or required off-street parking to any adjacent property;

Analysis: It has been a general policy of the City to deny petitions for alley closure if such action would eliminate sole access or required off-street parking for any adjacent property owner. The existing alley, which extends approximately 744′ west from 300 West, does appear to provide vehicular ingress and egress for an adjacent property located at 1154 S 300 W, which is the northwest corner of Paxton Avenue (1170 S) and 300 West. The 0.78 acre property contains a 21,758 square foot commercial building, which is currently being renovated and marketed as "flex space" by Tab Cornelison, Coldwell Banker Commercial. Mr. Cornelison's property is not a part (NAP) of the 300 West Towne Center Subdivision or proposed redevelopment. In addition to access from the public alley, the corner parcel has pedestrian access from 300 West, and vehicle access from Paxton Avenue (see Attachment H – Photographs of Alley & Abutting Property).

Finding: The applicant has requested partial closure of a public alley, which part is beyond the west edge of Mr. Cornelison's corner property located at 1154 S 300 W. Partial closure of the alley as requested will not deny sole access or required off-street parking to any owner of property adjacent to the alley.

4. The petition will not result in any property being landlocked;

Analysis: Should the partial alley closure be approved, it would be sold to the adjacent owner (i.e. the developer) at fair market value, which value is yet to be determined, and no parcel would become landlocked.

Finding: The proposed alley closure would not create any landlocked parcels.

5. The disposition of the alley property will not result in a use which is otherwise contrary to the policies of the City, including applicable master plans and other adopted statements of policy which address, but which are not limited to, mid-block walkways, pedestrian paths, trails, and alternative transportation uses;

Analysis: The alley has not been designated for use as a future trail or some other alternative transportation in either the Open Space Master Plan or the Central Community Master Plan. The proposed reuse of the alley and adjacent properties is for a regional commercial center, which is consistent with the Central Community Future Land Use map.

Finding: The disposition of the alley would not be contrary to any stated transportation plan or policy of the City.

6. No opposing abutting property owner intends to build a garage requiring access from the property, or has made application for a building permit, or if such a permit has been issued, construction has been completed within 12 months of issuance of the building permit;

Analysis: The applicant represents the sole owner of property that is adjacent to the portion of the public alley being requested for closure. The proposed development plan intends reuse of the alley as part of a parking lot for adjacent commercial land uses on Lot 4 of the 300 West Towne Center Subdivision (see Attachment B – Preliminary Subdivision & Site Plan).

Finding: No abutting property owner intends to build a garage requiring access from the alley property.

7. The petition furthers the City preference for disposing of an entire alley, rather than a small segment of it; and

Analysis: The enclosed petition requests closure of the west end of a public alley, which measures approximately 275 feet long by 14 feet wide. Originally, the applicant submitted a petition to vacate the entire alley, but decided to amend the petition and proceed without the cooperation of an adjacent property owner (see Attachment E – Citizen Letter). Although the applicant has submitted a petition for partial closure, the applicant has repeatedly stated their willingness to purchase the entire length and width of the alley if that is the decision of the City. Please note that full closure of the public alley has been recommended by various departments and divisions of the City (see Attachment G – Department Comments on Closure).

Finding: The petition does not appear to comply with this standard; however the requested closure does vacate the entire width of the west end of a public alley and does not eliminate access to the adjacent property located at 1154 S 300 W.

8. The alley is not necessary for actual or potential rear access to residences or for accessory uses.

Analysis: The east end of the alley is apparently used for access and circulation for property located at 1154 South 300 West; however the west end of the alley is not necessary to access property within the proposed commercial development.

Finding: The alley portion that has been requested for closure is not necessary for actual or potential rear access to residences or for accessory uses.

January 28, 2008

Planning Commission Members Salt Lake City 451 South State Street SLC, Utah 84111 United States of America

Dear Members:

This letter will clarify the following: Why 300 West Towne Center is going through the Planned Development Process verses the Permitted Use Process?

First, the planned development process for Landscaping/Setbacks: Why? Under section 21A.26.070 CG General Commercial District requires each building to receive its' own setbacks and landscaping. This requirement would segregate the project into pieces and circulation would be cumbersome at best. Allowing us to go with the planned site development process will maximize the overall landscaping and parking potential, and provide a master plan incorporating all the strengths of the site. By doing this; we hope to avoid breaking each building into individual dysfunctional landscapes and parking lots, currently required by the zoning ordinance for permitted use. The current zoning ordinance is fine when dealing with smaller developments and retail establishment; but would have made this project's drive aisles confusing and complex, impeding pedestrian and automobile access. In return everyone benefits from the more interior landscaping (5% required, 40,000 sq. ft. verse 8% actual 66,500 sq. ft.), more perimeter landscaping, more green space and better circulation.

Second, the planned development process for Signage: Why? Under section 21A.46.110 Sign Regulations for Downtown Districts the city's current code allows for the amount of signs to be 7 (1 freeway sign, 3 monument signs and 3 poles signs), we will be using only 5 signs (1 freeway sign, 3 monument signs, and 1 pole sign). The current estimated allowed square feet of sign face is 2,733 sq. ft. and we will be using only 700 sq. ft. of that amount estimated. Miller Weingarten (developer), Target, and myself feel a overall signage plan (which has been previously submitted to the city) would be beneficial to the site, users, and the city by maximizing location and face square footage and limiting the number of overall signs. Since our last submittal to the planning commission the signage has been updated by adding brick and a concrete cap (colored samples will be available from Michael Maloy) further beautifying the site.

Third, the planned development process for the required Freeway Landscape Buffer: Why? Under section 21A.48.110 Freeway Scenic Landscape Setback, "Some or all of the requirements of this section may be waived by the zoning administrator (in this case zoning is making it your decision) if conformance with such will not benefit the visual appearance of the city or the general public welfare." The planning commission has the right to waive or lower this requirement if the landscape buffer is not a direct benefit to the public (visually). The site sits 35' below the I-15 corridor. The public will never see the installed landscape or benefit in any way.

Additional items:

Upgrades on Architecture, of the proposed Target and other buildings (Complementing Target's Innovative Architectural Design), will be a major upgrade from existing buildings, which are currently rundown, in need of improvement, and some even an eye-sore to the public. Target prides themselves on being a leader in unique and creative architectural design, all which will greatly benefit the public and Salt



Lake City. Target also in there unique ability to go above and beyond will supply along with Miller Weingarten benches, bicycle racks, etc. to bring the feel of comfort and unity to the entire site.

New city required street lights will be placed down the west side of 300 West along the property and along Paxton Avenue's property line. These lights are very decorative and will greatly enhance the overall tone of the entire site.

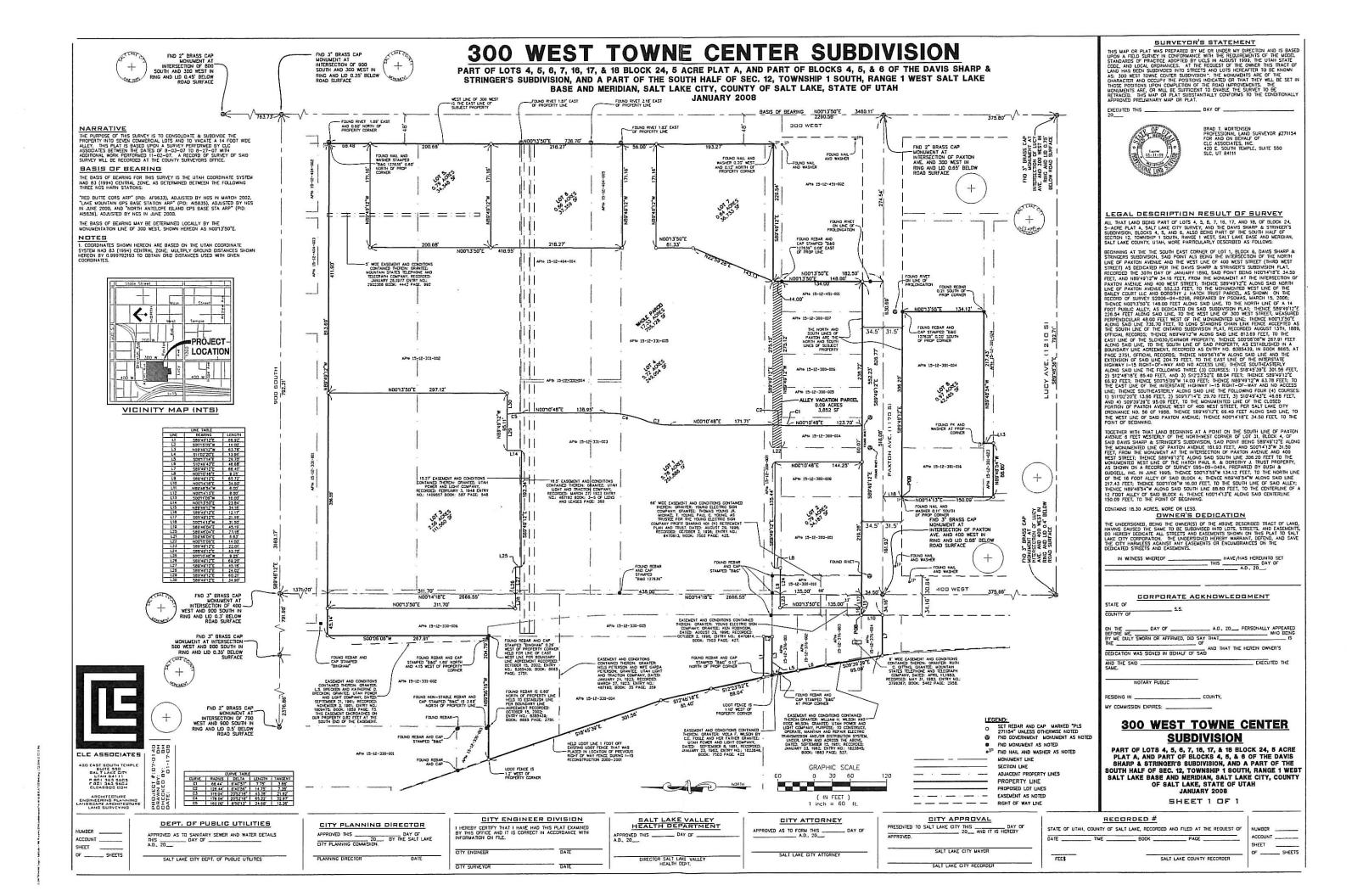
In closing, the current 18.29 Acres known as 300 West Town Center will have a major environmental cleanup in one of the oldest sections of Salt Lake City. This cleanup is very intensive and costly. Yet, this work will be done in addition to providing the city with a group of beautifully unique architectural designed buildings, great circulation, and an overall landscape plan that will exceed the city's requirements.

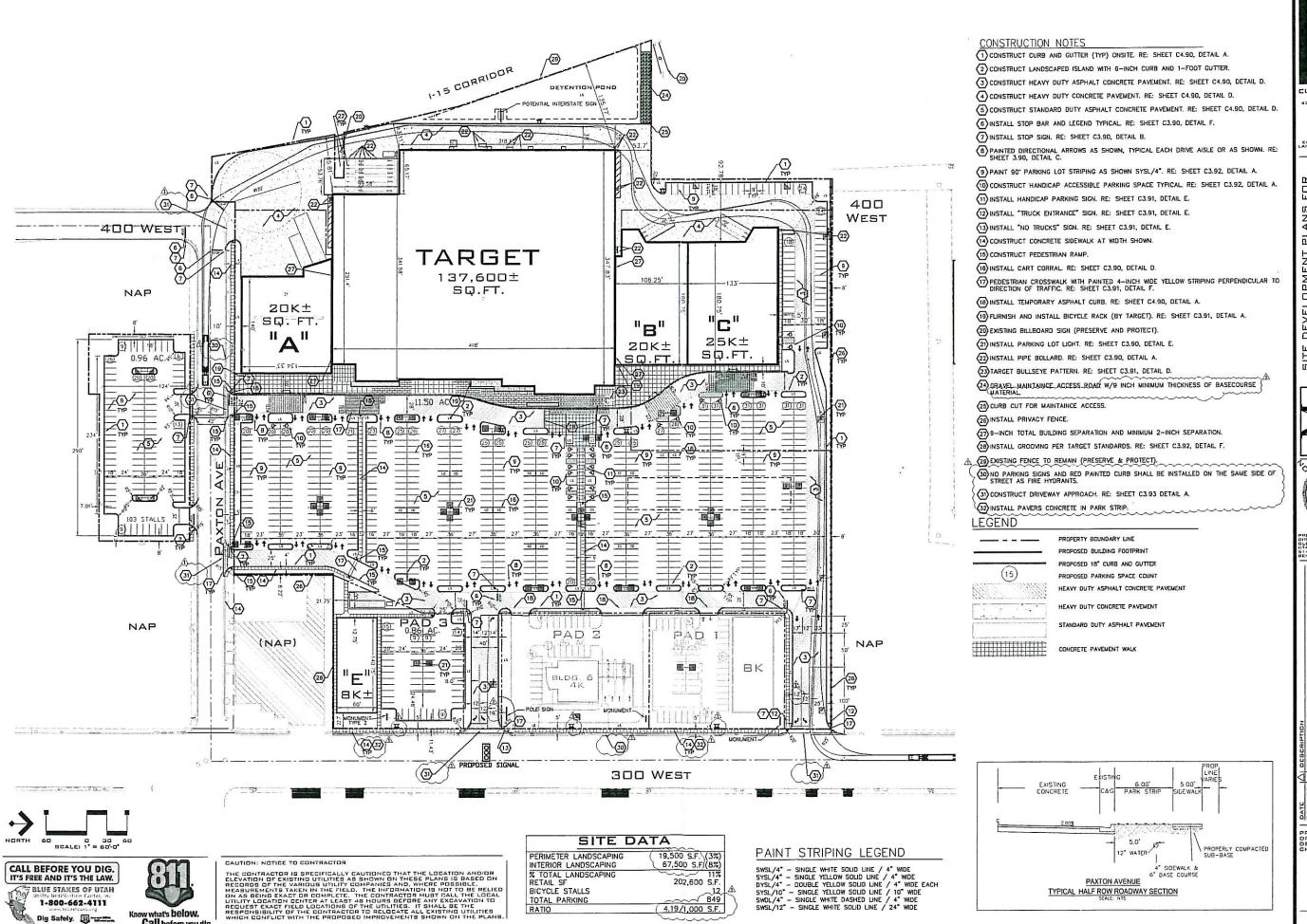
Thank you for your time, I look forward to the approval of this project in hopes of sharing the benefits to the city and the public.

Sincerely,

Chad Nielson, Project Manager

CLC Associates





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Call before you dig.

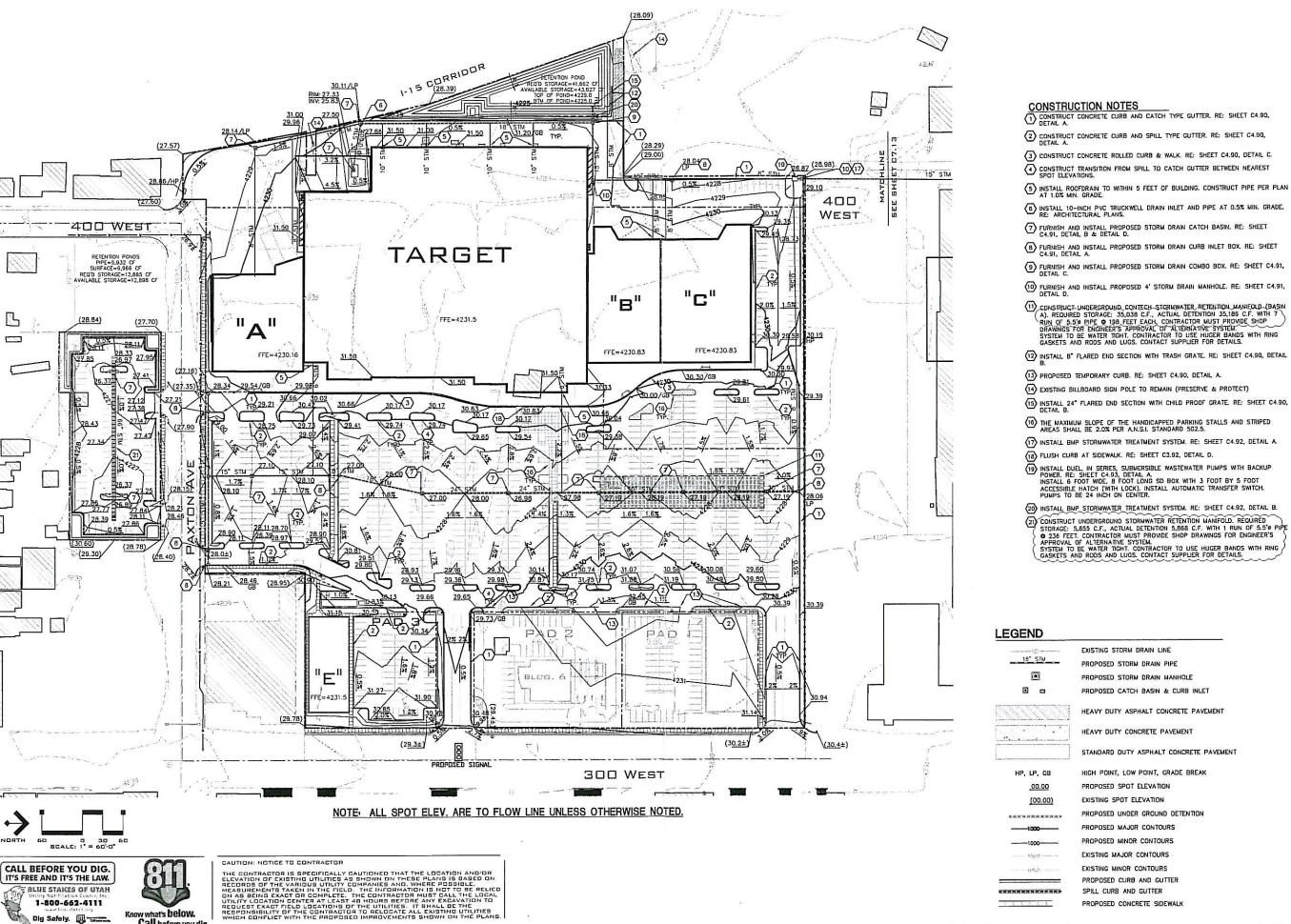
CLC ASSOCIATES P 801 363 3605 F 801 363 3604 CLCASSOC.COM

WEST CENTER 300 V TOWNE



PROJECT #: 07-0140 DRAWN BY: APB DESIGNED BY: GSB CHECKED BY: BUU

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Know what's below.

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CLC ASSOCIATES

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ZO SOUTH 300 WEST SALT LAKE CITY,UTAH

(B) FURNISH AND INSTALL PROPOSED STORM DRAIN CURB INLET BOX. RE: SHEET C4.91, DETAIL A.

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TO FURNISH AND INSTALL PROPOSED 4' STORM DRAIN MANHOLE. RE: SHEET C4.91, DETAIL D.

(1) CONSTRUCT UNDERGROUND CONTECH STORMWATER RETENTION MANIFOLD (BASIN A). REQUIRED STORAGE: 35,038 C.F., ACTUAL DETENTION 35,186 C.F. WITH 7 RUN OF 5,5'9 PIPE Q 198 FEET EACH, CONTRACTOR MUST PROVIDE SHOP DRAWHIGS FOR ENGINEER'S APPROVAL OF ATTERNATIVE SYSTEM.
SYSTEM TO BE WATER TIGHT. CONTRACTOR TO USE HUGER BANDS WITH RING GASKETS AND RODS AND LUGS. CONTACT SUPPLIER FOR DETAILS.

(12) INSTALL B" FLARED END SECTION WITH TRASH GRATE, RE: SHEET C4.90, DETAIL

(14) EXISTING BILLBOARD SIGN POLE TO REMAIN (PRESERVE & PROTECT)

THE MAXIMUM SLOPE OF THE HANDICAPPED PARKING STALLS AND STRIPED AREAS SHALL BE 2.0% PER A.N.S.I. STANDARD 502.5.

(17) INSTALL BMP STORMWATER TREATMENT SYSTEM. RE: SHEET C4.92, DETAIL A.

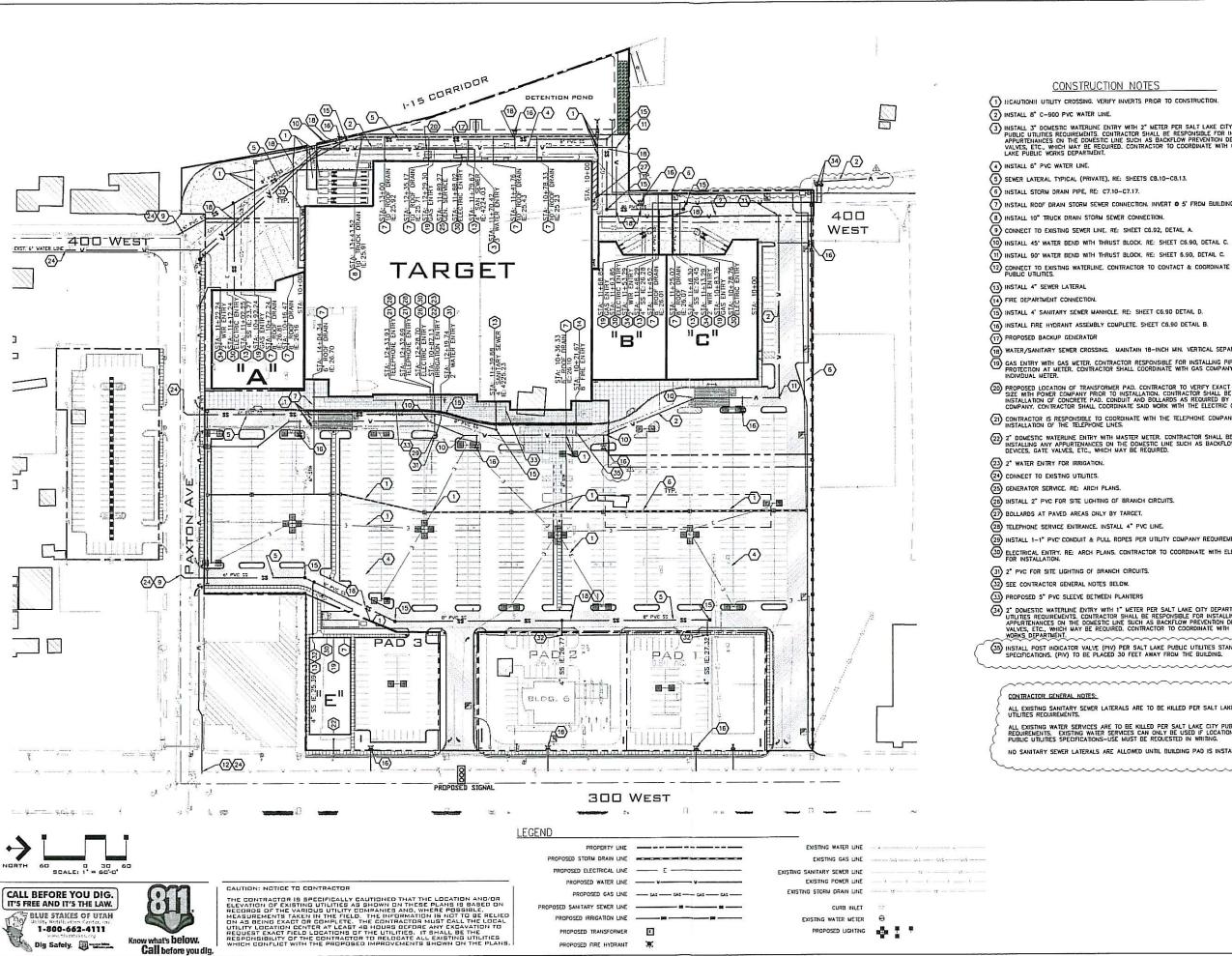
(9) INSTALL DUEL, IN SERIES, SUBMERSIBLE WASTEWATER PUMPS WITH BACKUP POWER, RE: SHEET C4.93, DETAIL A. INSTALL 6 FOOT WIDE, 8 FOOT LONG SO BOX WITH 3 FOOT BY 5 FOOT ACCESSIBLE HATCH (WITH LOCK). INSTALL AUTOMATIC TRANSFER SWITCH. PUMPS TO BE 24 INCH ON CENTER.

(20) INSTALL BMP STORMWATER TREATMENT SYSTEM. RE: SHEET C4.92, DETAIL B.

PROPOSED CONCRETE SIDEWALK

PROJECT #: 07-0140 DRAWN BY: APB DESIGNED BY: GSB CHECKED BY: SUU

C4.10





1) IICAUTIONII UTILITY CROSSING, VERIFY INVERTS PRIOR TO CONSTRUCTION.

3) INSTALL 3" DOMESTIC WATERLINE ENTRY WITH 2" METER PER SALT LAKE CITY DEPARTMENT OF PUBLIC UTILITIES REQUIREDINTS. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING ANY APPURIENHANCES ON THE DOMESTIC LINE SUCH AS BACKFLOW PREVENTION DEVICES, GATE VALVES, ETC., WHICH MAY BE REQUIRED. CONTRACTOR TO COORDINATE WITH CITY OF SALT LAKE PUBLIC WORKS DEPARTMENT.

(7) INSTALL ROOF DRAIN STORM SEWER CONNECTION. INVERT 0 5' FROM BUILDING.

(9) CONNECT TO EXISTING SEWER LINE. RE: SHEET C6.92, DETAIL A.

(12) CONNECT TO EXISTING WATERLINE. CONTRACTOR TO CONTACT & COORDINATE WITH SALT LAKE PUBLIC UTILITIES.

(15) INSTALL 4' SANITARY SEWER MANHOLE. RE: SHEET C6.90 DETAIL D.

(16) INSTALL FIRE HYDRANT ASSEMBLY COMPLETE. SHEET C6.90 DETAIL B.

(18) WATER/SANITARY SEWER CROSSING. MAINTAIN 18-INCH MIN. VERTICAL SEPARATION.

GS ENTRY WITH GAS METER. CONTRACTOR RESPONSIBLE FOR INSTALLING PIPE BOLLARD PROTECTION AT METER. CONTRACTOR SHALL COORDINATE WITH GAS COMPANY FOR THING OF INDIVIDUAL METER.

(20) PROPOSED LOCATION OF TRANSFORMER PAD. CONTRACTOR TO VERIFY EXACT LOCATION AND SIZE WITH POWER COMPANY PRIOR TO INSTALLATION. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF CONCRETE PAD. COMDUIT AND BOLLARDS AS REQUIRED BY THE ELECTRIC COMPANY. CONTRACTOR SHALL COORDINATE SAID WORK WITH THE ELECTRIC COMPANY.

(21) CONTRACTOR IS RESPONSIBLE TO COORDINATE WITH THE TELEPHONE COMPANY FOR THE INSTALLATION OF THE TELEPHONE LINES.

22) 2° DOMESTIC WATERLINE ENTRY WITH MASTER METER. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING ANY APPURITENANCES ON THE DOMESTIC LINE SUCH AS BACKFLOW PREVENTION DEVICES, GATE VALVES, ETC., WHICH MAY BE REQUIRED.

(28) TELEPHONE SERVICE ENTRANCE. INSTALL 4" PVC LINE.

(29) INSTALL 1-1" PYC CONDUIT & PULL ROPES PER UTILITY COMPANY REQUIREMENTS.

(30) ELECTRICAL ENTRY. RE: ARCH PLANS. CONTRACTOR TO COORDINATE WITH ELECTRIC COMPANY FOR INSTALLATION.

34 2° DOMESTIC WATERLINE ENTRY WITH 1" METER PER SALT LAKE CITY DEPARTMENT OF PUBLIC UTILITIES REQUIREMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING ANY APPURTENANCES ON THE DOMESTIC LINE SUCH AS BACKFLOW PREVENTION DEVICES, GATE VALVES, ETC., WHICH MAY BE REQUIRED. CONTRACTOR TO COORDINATE WITH SALT LAKE PUBLIC WORKS DEPARTMENT.

(35) INSTALL POST INDICATOR VALVE (PIV) PER SALT LAKE PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS. (PIV) TO BE PLACED 30 FEET AWAY FROM THE BUILDING.

ALL EXISTING SANITARY SEWER LATERALS ARE TO BE KILLED PER SALT LAKE CITY PUBLIC UTILITIES REQUIREMENTS.

NO SANITARY SEWER LATERALS ARE ALLOWED UNTIL BUILDING PAD IS INSTALLED.

CLC ASSOCIATES UTAH 84111 P 801 363 5605 F 831 363 5604 CLCASSOC.00M

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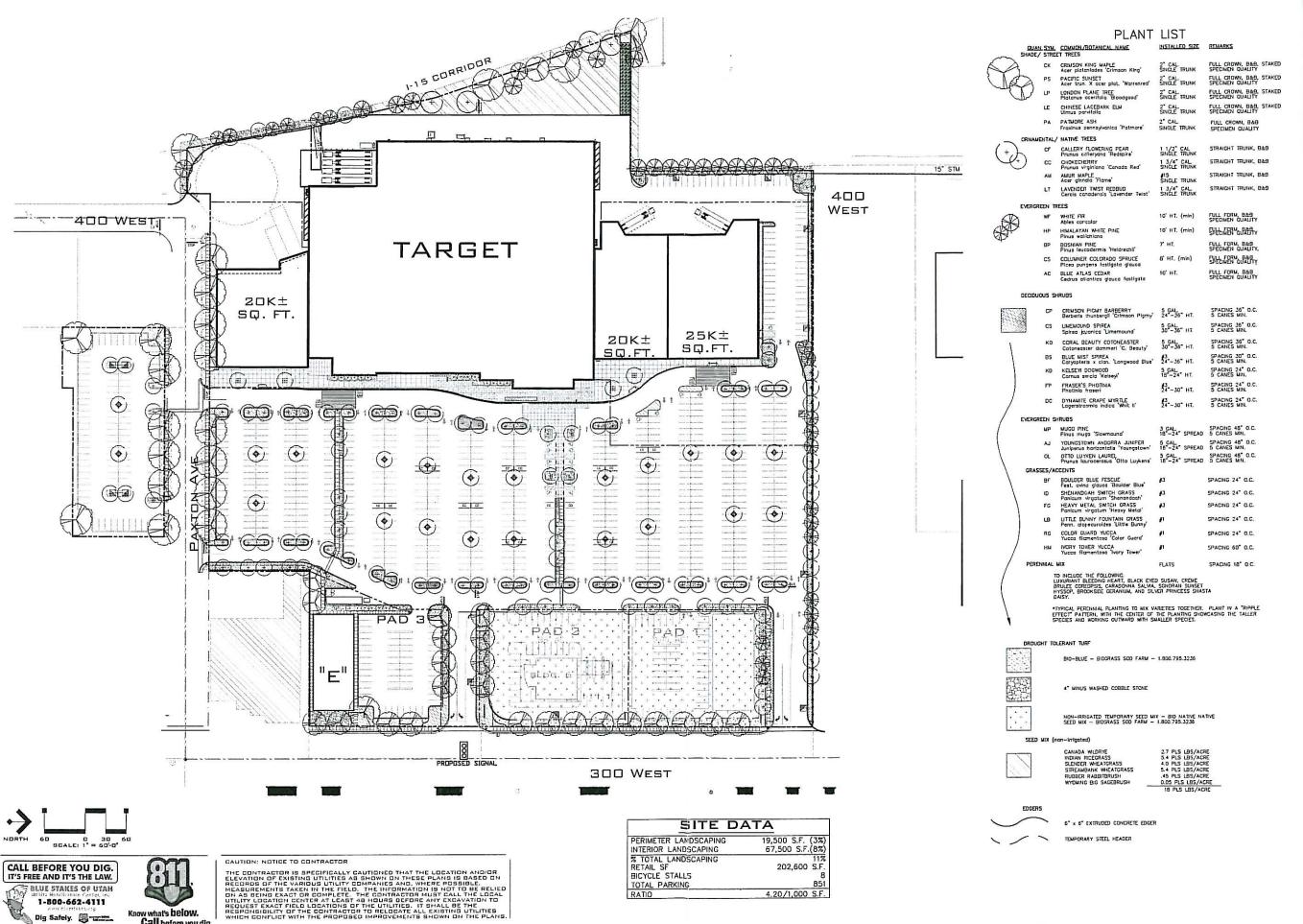
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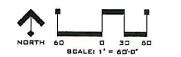
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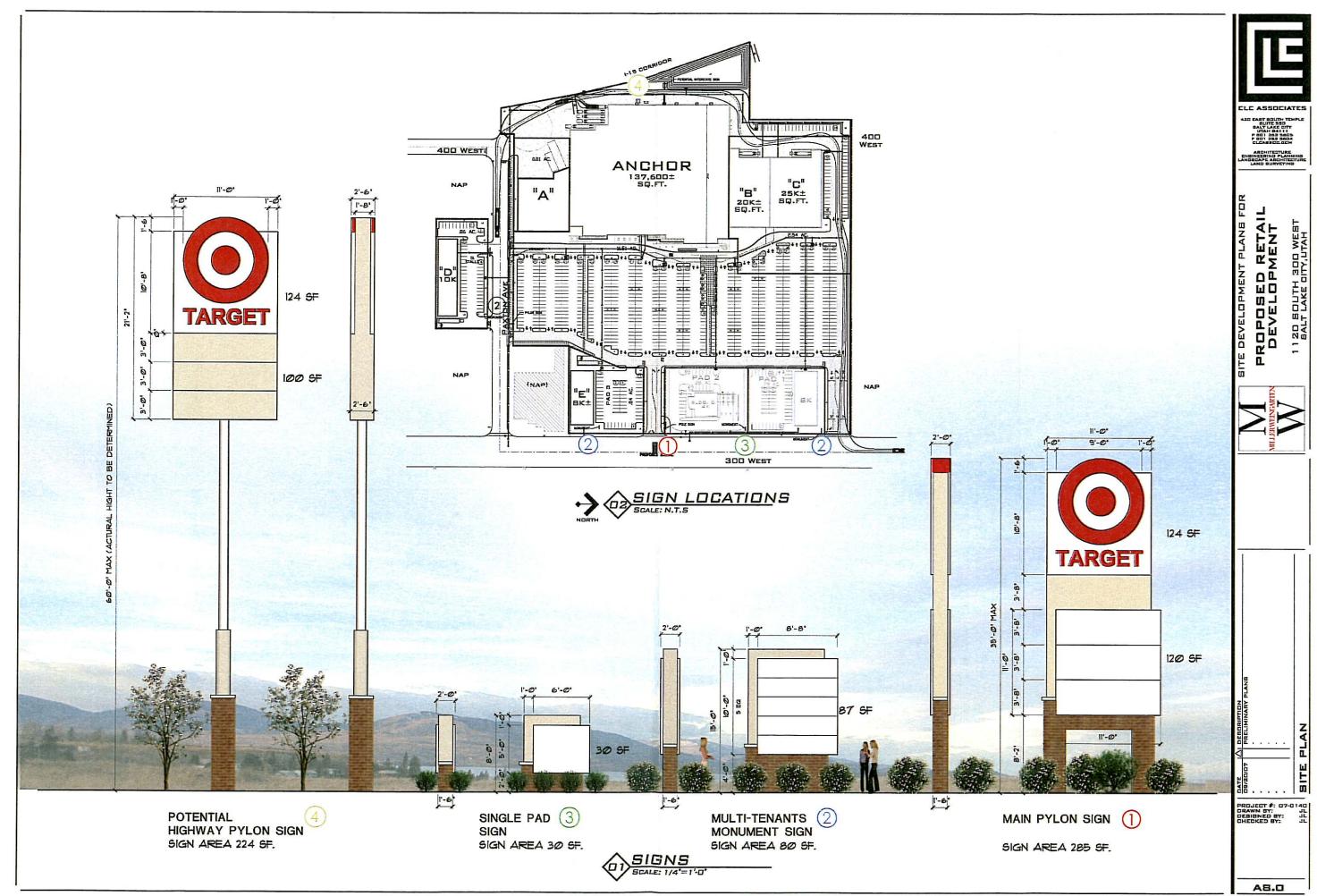
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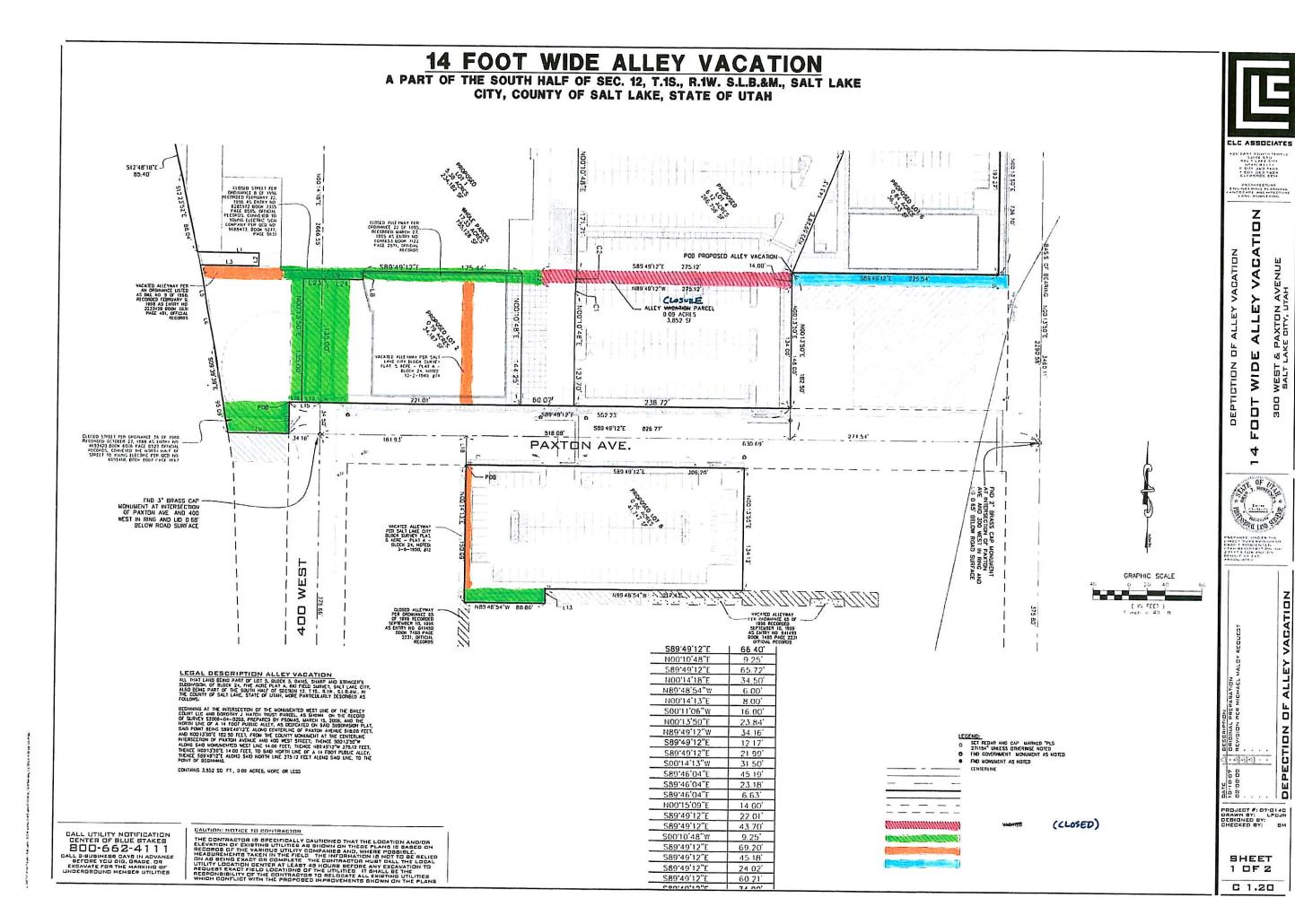






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November 6, 2007

Michael D. Maloy, AICP Principal Planner Salt Lake City Planning and Zoning Enforcement Division 451 South State Street, Room 406 Salt Lake City, UT 84111

Dear Mike,

As a property owner at the north corner of Paxton Avenue and 300 West, I wanted to bring some concerns to your attention prior to the Target open house planning meeting tomorrow evening, items which relate to the 300 West Target retail development.

- Referring to the Target site plan, the privacy fence proposed to be installed at marker #26 around my property is of concern to me, as it isolates my property from inclusion in the development and could cause problems with visibility and circulation.
- 2. Alley located between my property and Young Electric Sign's property belonging to Salt Lake City:
- 3. Location of Building E it is on the property line, which leaves no space to utilize the alley.
- 4. East curb cut on Paxton and our curb cut on Paxton. This may cause problems for Target customers turning left onto Paxton when our tenants/customers may be turning right
- 5. Reciprocal easement. Is it possible to have one entrance on Paxton that is shared?
- 6. Signage. I would like to apply for monument signage along the front of my project on 300 West.
- 7. Generally, the current Target site plan turns its back side to us and isolates our project

I am almost certain that Miller Weingarten has attempted to purchase my property utilizing a straw buyer. We want to cooperate with the City and Miller Weingarten to revitalize this area. If these ideas improve the overall development, I believe Miller Weingarten would be more cooperative if the City suggested these changes to their plan.

Please let me know how I can help.

Sincerely,

Tab Cornelison

6550 SOUTH MILLROCK DRIVE, SUITE 200 SALT LAKE CITY, UTAH 84121 PHONE 801.947.8300 FAX 801.947.8301 WWW.COLDWELLUTAH.COM

Owned and Operated by NRT Incorporated

FLEX SPACE FOR LEASE

1154 SOUTH 300 WEST

SALT LAKE CITY, UTAH



SITE INFORMATION

AVAILABLE 21,758 SF TOTAL

LOT SIZE .78 ACRE

LEASE RATE \$10.00 PSF NNN

PARKING 26 STALLS

- Great access to/from I-15 at 1300 South
- 12' to 20' barrel ceiling height
- Outside Patio
- Great natural light
- Close to new Lowe's and WalMart



NRT 6550 South Millrock Drive, Suite 200 Salt Lake City, Utah 84121 www.coldwellutah.com

CONTACT INFORMATION

801.947.8300 phone 801.947.8301 fax

Wesley T. Cornelison

wesley.cornelison@coldwellutah.com

Ross White

ross.white@coldwellutah.com

FLEX SPACE FOR LEASE

1154 SOUTH 300 WEST

SALT LAKE CITY, UTAH



SITE INFORMATION

AVAILABLE

21,758 SF TOTAL

LOT SIZE

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LEASE RATE

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NRT

6550 South Millrock Drive, Suite 200 Salt Lake City, Utah 84121 www.coldwellutah.com

CONTACT INFORMATION

801.947.8300 phone 801.947.8301 fax

Wesley T. Cornelison wesley.cornelison@coldwellutah.com

Ross White

ross.white@coldwellutah.com

Attachment F – Department Comments on Conditional Use & Subdivision
Petition No's. 410-07-32, 490-07-49, 400-07-25, 300 West Towne Center Commercial Planned Development, Subdivision, and Alley Closure Published Date: January 7, 2008

MEMORANDUM

DATE: 30 OCTOBER 2007

To: MICHAEL MALOY, PRINCIPAL PLANNER

FROM: TED ITCHON

RE: FILES 490-07-49 & 410-07-32 1120 SOUTH 300 WEST TARGET

SYNOPSIS:

- 1. Structures may require additional fire hydrants due to size of structure and the commodes stored.
- 2. Provide Fire Hydrants at the street a minimum 350 feet on centers.
- 3. No part of the building maybe further than 400 feet from a fire hydrant.
- 4. The primary fire hydrant shall be within 400 feet of a fire hydrant.
- 5. A control valve shall be placed immediately in front of the fire hydrant between the hydrant and the water main. This valve shall independently control the fire hydrant.
- 6. Fire hydrants shall be equipped with one 4 ½ inch, and two 2 ½ inch outlets, which has national standard threads (NST).
- 7. Fire hydrants shall be installed so that the center line of the lowest cap, nut shall not be closer than 18 inches from the finished grade.
- 8. Fire hydrants shall not be installed closer than 30' to a building.
- Fire hydrants installed along fire department access roads shall not be further than 15' from the road.
- 10. Fire hydrants shall have the $4\frac{1}{2}$ " butt facing the fire access roadway.
- 11. Fire Hydrants shall be obstruction free within 3' around the hydrant.
- 12. Dead end water mains 8 inches in diameter shall not be longer than 250 feet in length, and serve no more than two appliances. If the water main is a minimum 12 inches in diameter it is permitted to be a dead end greater than 250 feet.
- 13. Underground piping shall be tested at 200 psia for two hours. This office shall receive a copy of the test certificate.
- 14. Fire Department Connection (FDC) shall be placed at the front of the structure and be no further than 100 feet from a fire hydrant.
- 15. Fire Department Connections (FDC) for any fire extinguishing system shall be placed along the road. The FDC shall be within 100 feet of a fire hydrant.
- Post Indicator Valve (PIV) shall be installed between the water main and the automatic fire sprinkler riser. This PIV shall be placed 30 feet away from the building.
- 17. Fire Department access roadway both temporary and permanent shall be installed and maintained to meet the requirements of Public Works Department.
- 18. Fire hydrants installed in a parking lot shall have a minimum 3 foot unobstructed clearance around the fire hydrant and be provided with vehicle impact protection as required in section 312 of the International Fire Code.

- 19. Fire hydrants shall be operational and a fire department access roadway installed prior to the construction of the structure.
- 20. Fire Department access roadway and fire hydrants shall be in place prior to construction. If the Fire Department access road is not installed before the commencements of construction then a temporary fire department access road maybe install.
- 21. Fire Department access roads shall be a minimum of 26 foot clear width. This access road turning radius shall be a minimum of 20 foot inside and 45 foot outside. The minimum clear height is 13 feet 6 inches.
- 22. The Civil Engineer shall design the temporary fire department access road and provide to the City Engineer for his approval the geotechnical report with a design of the proposed access road to support the imposed HS20 loads.
- On street parking is permitted on one side of the street. No parking signs and red curb shall be installed on the same side as the fire hydrants.
- On streets 30 foot in width parking is prohibited on one side. No parking fire lane signs and red curbs are required on the same side as the fire hydrants.
- 25. Temporary fuel tank storage will require a permit if used during construction. Gravity flow is not permitted.
- 26. Burning of trash, scrap wood of other materials in a violation of City Ordnance.

Maloy, Michael

From: Walsh, Barry

Sent: Tuesday, October 30, 2007 11:20 AM

To: Maloy, Michael

Young, Kevin; Weiler, Scott; Drummond, Randy; Smith, Craig; Itchon, Edward; Butcher, Larry; Spencer, John;

Page 1 of 2

Garcia, Peggy

Subject: pet 490-07-49 & 410-07-32 Target.

Categories: Program/Policy

October 30, 2007

Cc:

Michael Maloy, Planning

Re: Preliminary review of the Target Subdivision and Conditional use at 1120 South 300 West area.

Petition 490-07-49 Target Subdivision.

Petition 410-07-32 Conditional Use for Proposed Retail Planned Development.

The division of transportation review comments and recommendations are as follows:

Petition 490-07-49 Subdivision;

All parcels to be combined to create seven lots fronting 300 West, Paxton Avenue, & 400 West.

Lot 1 - 11.46 Acres, Lot 2 - 0.81 Acres, Lot 3 - 2.58 Acres, Lot 4 - 0.79 Acres, Lot 5 - 0.86 Acres, Lot 6 - 0.84 Acres, Lot 7 - 0.96 Acres.

Lot 7 is a stand alone lot fronting Paxton Avenue. All public way improvements and upgrades as required per APWA, and Salt Lake City Corporation Design Standards are required to include driveways, sidewalks, street lights, etc.

Lot 1 thru 6 are per the PUD with Lot 3 having no frontage on a public right of way. Per the proposed site plan, cross easements are required for vehicular circulation and drainage. All public way improvements and upgrades as required per APWA, and Salt Lake City Corporation Design Standards, to include driveways, sidewalks, street lights, etc. The 300 West public right of way is to be verified to provide a one foot plus area behind the public sidewalk. The proposal indicates a signalized "Major Driveway" that will require right of way easements and or dedication.

Petition 410-07-32 Conditional Use;

The Traffic Impact Study is being reviewed by our office for later comment.

The site plan submitted does not match the parking calculations noted and they do not comply to standard requirements for ADA or Bicycle parking standards. The calculations noted are for lots 1, 2, and 3 only.

Pedestrian access from the public way need to be shown for each building in compliance with "Walk able Streets" and ADA standards, (walkways next to parking stall overhang need to be 6 feet wide).

Clarification of the 400 West Roadway impact and improvements is needed per SLC Public Utilities and Engineering.

Final design approvals are subject to Salt Lake City Corporation standard permit review process.

Sincerely,

Barry Walsh

Cc Kevin Young, P.E.

2/6/2008

TO:

MICHAEL MALOY, PLANNING

FROM:

SCOTT WEILER, P.E., ENGINEERING

DATE:

NOVEMBER 5, 2007

SUBJECT:

Target Subdivision and Conditional Use Permit

1120 S. 300 West

City Engineering review comments are as follows:

- 1. Although a plat was not submitted, the project proposes to consolidate several existing properties, including those currently occupied by Young Electric Sign Company, Swirl Woodcraft and Freuhauf. A plat should be submitted as soon as possible to allow the SLC Surveyor to begin his review. The plat must conform to the requirements on the attached plat checklist.
- 2. The site plan assumes that at least the western 300' of the existing east/west public alley at approximately 1170 South will be closed. We recommend that the alley be closed all the way to 300 West.

3. Paxton Avenue

Paxton Avenue is an existing concrete street with curb & gutter on each side. New sidewalk must be installed on both the north and south side of Paxton Avenue along the project frontage. Any existing drive approaches not used by the project must be replaced with curb & gutter. New drive approaches must be installed in conformance with APWA Std. Plan 225 with continuous sidewalk running across the approach, including the access at 400 West/Paxton Avenue to the truck dock area. A plan & profile sheet, with stationing from west to east, is required for this design showing existing trees, fire hydrants, drain boxes, etc.

4. 300 West

300 West is an existing asphalt street with curb, gutter sidewalk and several drive approaches along the project frontage. An existing drive approach on the property just north of the project must be modified to separate it from the proposed drive approach at the northern boundary line. Any existing drive approaches not used by the project must be replaced with curb & gutter. The existing concrete in the paved 2½' wide park strip must be removed and replaced with a material meeting the current park strip ordinance (pavers or landscaping). At least 5 sidewalk panels are cracked and must be replaced. At least one section of curb & gutter has settled and must be replaced. New drive approaches must conform to APWA Std. Plan 225 with continuous sidewalk (2% cross slope) running across the approach.

Target Subdivision Michael Malloy November 5, 2007

- 5. SLC Transportation must review drive approach locations and street lighting.
- 6. The developer must enter into a subdivision improvement construction agreement. This agreement requires the payment of a stepped fee starting at 5% of the estimated cost of constructing the public road improvements. A security device is required for the estimated cost of the public road and utility improvements. The developer should contact Joel Harrison (535-6234) to discuss insurance requirements for the project.
- 7. A full set of mylar subdivision plans, including a standard SLC subdivision cover sheet with signature blocks, is required. Approval from the following City offices is required on the cover sheet:

SLC Fire Department

SLC Public Utility Department

SLC Transportation Division

SLC Engineering Division

SLC Planning Division

- 8. The developer must enter into agreements required by the SLC Public Utility Department and pay the required fees.
- 9. At least one member of each concrete finishing crew must be ACI certified. The name of the ACI certified finisher must be provided at the pre-construction meeting for the project.
- 10. 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 the SLC Public Utility Department.

c: Joel Harrison Randy Drummond Brad Stewart

From: Brown, Jason

Sent: Thursday, November 29, 2007 4:28 PM

To: Maloy, Michael
Cc: Garcia, Peggy

Subject: Review of Target Subdivision and Conditional Use Petition #490-07-49 and #410-07-32

Categories: Program/Policy

Michael,

Salt Lake City Public Utilities has reviewed the above referenced petitions and offers the following comments:

Public Utilities has met with the design engineer on several occasions. These comments only address the submitted plans not the discussions. There appear to have been several design changes that have already address the majority of our concerns and comments.

Page 1 of 2

All design and construction must conform to State, County, City and Public Utilities standards and ordinances. Design and construction must conform to Salt Lake City Public Utilities General Notes.

Water and sewer services can be connected to the existing facilities along 300 West or Paxton Avenue. Plans must be submitted showing how the new water and sewer services will be connecting to the existing mains. The plans must show all proposed pipe routings, sizes, types, boxes, meters, detector checks, fire lines and hydrant locations. Culinary and fire connection must be separate connections at the main. For all culinary services larger than 3-inches, the water meter size must be justified by submitting AWWA M-22 method calculations or by an approved equivalent method. The engineer must provide calculations for expected peak sewer flows from this development. With this information Public Utilities will verify if the sanitary sewer system downstream for this development can handle these additional flows. If not, the developer will be responsible to provide offsite improvements as necessary to accommodate these additional flows. All existing water services not used must be killed at the main and all existing sewer services that are not used must capped at the property line per Salt Lake City Public Utilities standards. This development will be required to replace the existing six-inch water main in Paxton Avenue with a twelve-inch PVC C-900 main. This replacement will begin at the existing main in 300 South extend to the west to 400 West and connect to the existing water main in 400 West. New fire hydrants may be required by the: Fire Department. Individual meters will be allowed to individual lots. Multiple buildings within the same lot must be master metered. Any fire hydrants required by the Fire department that are not located along the public right-of-way must be routed through a detector check valve. The detector check and meters must be accessible from a public right-of-way and be a minimum of five-feet outside of any drivable surface.

A grading and drainage plan must be submitted for this development. Storm water flows are not allowed to sheet flow onto adjacent lots. The development will be required to provide on-site detention of the storm water in excess of 0.2 cfs/acre. High groundwater is typical in this area. If below grade buildings, structures or detention ponds are proposed, a stamped geotechnical report identifying the highest expected groundwater must be submitted to Public Utilities for review and approval. This assessment must be based upon historical well records, borings, etc. All finished floor elevations must be above the highest expected groundwater elevation. The proposed storm drain system with detention behind the buildings and pumps to lift the water to a gravity system in 400 West are acceptable to Public Utilities. The pumps must be sized to not allow any more than the allowed 0.2 cfs/acre to be discharged from the site. The pumps will be privately owned and maintained by the property owner or managing agency. Any detention volume below the highest

2/6/2008

expected ground water elevation can not be counted towards the overall detention provided. Off-site improvements to the storm drain system will need to be shown in plan and profile with all utility crossings clearly identified.

Fire Department approval will be required. Fire flow requirements, hydrant spacing and access issues will need to be resolved with the Fire Department.

All existing easements must be provided before final plat recordation. If an existing sewer lateral or a water lateral service crosses through an adjacent property, an easement for that utility must be provided.

All sewer, water and storm drain connection agreements must be completed and fees paid in full prior to any approvals from our Department. A \$343 per quarter acre drainage impact fee will be accessed for any new impervious surface added to this property. If offsite improvements are required, all construction must be bonded for by the developer.

Jason Brown, PE

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

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SAUT LAKE: GITY CORPORATION

RALPH BECKER

MAYOR

DIVISION OF TRANSPORTATION

January 31, 2008

TIMOTHY P. HARPST, P.E.

Mr. George Shaw, Director Salt Lake City Planning Division 451 South State Street, Room 406 Salt Lake City, Utah 84111

Dear George:

The Transportation Division has reviewed the traffic impact report for the proposed Target development at approximately 1200 South 300 West. The report was prepared by A-Trans Engineering, a transportation consultant.

A-Trans Engineering followed industry standards and general transportation engineering principles in analyzing the traffic operations for existing conditions and existing plus project conditions at the proposed ingresses and egresses for the project and the adjacent roadways and intersections. Using standard trip generation calculations, the development will generate 335 vehicle trips during the a.m. peak hour and 918 vehicle trips during the p.m. peak hour. These numbers account for pass-by trips that are considered already traveling in the area.

The traffic impact report analyzed the Level of Service (LOS) at intersections around the project site for LOS operation with and without the development. In 2008, with the vehicle trips projected for this development included, the 1300 South 300 West intersection LOS is projected to operate at LOS C in the a.m. peak hour and LOS F in the p.m. peak hour. If and when redevelopment occurs along the north side of 1300 South, both east and west of 300 West, we would look to acquire additional right-of-way to add dual east/west left turns, a westbound to northbound right turn, and a southbound to westbound right turn. Doing so will improve the LOS, but until this happens, there is no immediate mitigation measure that can be done to improve the impacts of the project and/or general traffic growth at this intersection.

The traffic impact report indicated that a new traffic signal is warranted on 300 West at the main access to the site. Our initial reaction to a new traffic signal in this area of 300 West was that it should be centrally located between 900 South and 1300 South. The developer is proposing that the new traffic signal be located closer to 1300 South than 900 South, at a distance of approximately 1100 feet from the 1300 South intersection. After further review, we determined that a traffic signal at the proposed access location would be more conducive to future redevelopment on the east side of 300 West and would be located an adequate distance north of 1300 South so that no traffic overlap

349 SOUTH 200 EAST, SUITE 450
P.O. BOX 145502, SALT LAKE CITY, UTAH 84114-5502
TELEPHONE: B01-535-6630 FAX: 801-535-6019

WWW.SLCGOV.COM



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problems would occur. As such, we concur that a new traffic signal is needed to facilitate the Target project traffic and require this new traffic signal be designed and constructed as part of the project.

As part of the new traffic signal on 300 West, we also require that the developer coordinate with the property owner(s) on the east side of 300 West. Any access on the east side of 300 West across from the proposed Target access where the new traffic signal will be located must either be aligned with the new traffic signal or be located away from the traffic signal so as not to interfere with the operation of the traffic signal. Since the proposed access location appears to split a parcel line on the east side of 300 West, circulation on each parcel, parking requirements for each parcel, and cross easements will need to be more fully developed and reviewed to determine if any problems are being created and if the proposed design will work.

The traffic impact report recommended that 400 West at 1300 South be restricted to right-in / right-out due to the limited capacity of the eastbound to northbound left turn lane and the proximity of this left turn lane to the I-15 interchange. We concur with this recommendation and require the developer design and construct an island on 1300 South at 400 West as part of the project.

The intersection of 400 West, Paxton Avenue, and the truck dock area will not be controlled as a three-way stop as recommended in the traffic impact report. Access to the truck dock area will be a driveway access and as such will require vehicles exiting this location to stop for traffic on the streets.

Sincerely.

Transportation Rlanning Engineer

cc: Mary De La Mare-Schaefer Tim Harpst

Planning Commissioners

Chris Shoop Michael Maloy

SALT LAKE CITY BUILDING SERVICES

Preliminary Zoning Review

Log Number: Nonlog

Date: February 6, 2008

Project Name: Target

Project Address: 1148 South 300 West

Contact Person: Mike Maloy Phone Number: (801) 535-7118 Fax Number: (801) 535-6174

E-mail Address:

Zoning District: CG

Reviewer: Alan Hardman

Phone: 535-7742

Comments

This preliminary zoning review is based on DRT meetings held on July 11, 2007 and August 30, 2007.

- 1. Conditional Use Petition #410-07-32 must be approved.
- 2. Subdivision Petition #490-07-49 must be approved.
- 3. Petition required to close portions of 400 West Street.
- 4. A new certified address and a new tax parcel ID number need to be obtained for each new lot in the subdivision.
- 5. The Landscape Plan must include the following categories with summary tables and calculations for each:
 - Park Strip landscaping per 21A.48.060;
 - Interior parking lot landscaping per 21A.48.070B;
 - Perimeter parking lot landscaping per 21A.48.070C; and
 - Freeway landscaping per 21A.48.110.
- 6. Public Utilities approval required. Project is in an AH flood zone.
- 7. Fire Department approval required.
- 8. Engineering Division approval required for all public way improvements.
- 9. Transportation Division approval required for parking lot layout, vehicle circulation, access from public streets, new signals, public pedestrian access, etc.
- 10. This review does not include signage. Signage must be reviewed later under a separate sign permit submittal.

From: Holbrook, Catherine

Sent:

Cc:

Tuesday, December 11, 2007 3:49 PM

To:

Spencer, John

Maloy, Michael

Subject: Petition No.'s 410-07-32, 490-07-49 & 400-07-25

Mike,

The applicant will need to submit an application for an alley closure rather than an alley vacation.

Please contact me directly if you have any questions.

Katie

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Catherine Holbrook Purchasing and Property Management Division Salt Lake City Corporation (801) 535-6308 katie.holbrook@slcgov.com

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From:

Walsh, Barry

Maloy, Michael

Sent:

Tuesday, January 29, 2008 11:41 AM

To: Cc:

Young, Kevin; Weiler, Scott; Itchon, Edward; Spencer, John; Garcia, Peggy; Butcher, Larry

Pet 400-07-25 Alley Vac Subject:

Categories: Program/Policy

January 29, 2008

Michael Maloy, Planning

Re: Alley Closure abutting 338, 340, 344, 352, 356 West Paxton Avenue (1170 S.) Petition 400-07-25.

The division of transportation review comments and recommendations are for approval as follows:

Per the proposed development we recommend full closure and vacation. The portion abutting the 1154 South 300West parcel should be vacated with access and buffers as needed for the existing building functions.

11 Sincerely,

Barry Walsh

Cc Kevin Young, P.E. Scott Weiler, P.E.

Ted Itchon, Fire

John Spencer, Property Management

Peggy Garcia, Public Utilities

Larry Butcher, permits File

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2/6/2008

From: Itchon, Edward

Sent: Tuesday, January 29, 2008 2:41 PM

To: Maloy, Michael

Butcher, Larry; McCarty, Gary; Montanez, Karleen

Subject: 400-07-25 ally closure 338 through 356 West on 1170 South

We have no issues.

Halk!

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From:

Garcia, Peggy

Sent:

Wednesday, January 30, 2008 3:54 PM

To:

Maloy, Michael

Subject: #400-07-25 Alley Closure

Categories: Program/Policy

Michael,

Salt Lake City Public Utilities has reviewed the above mentioned request for an alley closure located immediately north and adjacent to 338,340,344,352, and 356 West Paxton Avenue (1170 South) and finds no conflicts with the water, sewer or storm drainage utilities.

If you need any further information please contact me.

Thank you,

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Peggy Garcia

From:

Spencer, John

Sent:

Thursday, February 07, 2008 10:41 AM

To:

Maloy, Michael

Subject: RE: Need Comments on Target Alley Closure.

Categories: Program/Policy

Michael.

Per our telephone last week, I have reviewed the issue regarding the alley closure. I see no benefit to the City allowing the alley to remain open. It adds no utility for public access and alleys have always been problematic because of maintenance and liability issues. Therefore my recommendation is to require the alley to be closed per City policy and conveyance by quit claim deed only after payment is received.

Page 1 of 1

John

From: Maloy, Michael

Sent: Tuesday, February 05, 2008 3:10 PM

To: Spencer, John

Subject: Need Comments on Target Alley Closure.

John:

I know you are swamped with work, but I need your division's comments on the alley closure request for the proposed Target development (aka 300 West Towne Center). I routed the petition (# 400-07-25) for comment to your office on January 18th with a response date of February 1st. FYI – the petition is going to be considered by the Planning Commission next week on the 13th of February. Although we have previously verbally discussed this issue, I would welcome your written response by tomorrow. Thanks in advance for your attention to this matter. Contact me if you have any questions.

Sincerely,

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2/7/2008

Michael Maloy, AICP Principal Planner Salt Lake City Corporation (801) 535-7118 Voice (801) 535-6174 Fax

Photogaphs of Alley & Abutting Property 1154 South 300 West



Northeast Corner of Abutting Property - Looking Toward Southwest



Alley View - Looking Westward



Front Elevation of Abutting Property - Looking Northward



Rear Elevation of Abutting Property - Looking Northeast