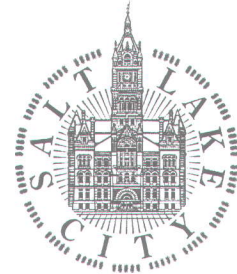


PLANNING COMMISSION STAFF REPORT



Planning and Zoning Division
Department of Community and
Economic Development

Hidden Peak Park PLNPCM2008-00790

Conditional Use/Planned Development:
1106 South Redwood Road.
February 11, 2009

Applicant:

Hidden Peak LLC

Staff:

Doug Dansie, 535-6182
Doug.Dansie@slcgov.com

Tax ID:

15-10-326-025

Current Zone:

CC Commercial Corridor

Master Plan Designation:

West Salt Lake Master Plan
Identifies the site as Commercial

Council District:

District Two Van Turner

Lot Size:

3.70 acres

Current Use:

Vacant

Applicable Land Use

Regulations:

21A.26.050 CC Corridor
Commercial District
21A.54 Conditional Uses

Notification

- Notice: January 27, 2009
- Sign: January 30, 2009
- Web: February 5, 2009

Attachments:

- A. Site Plan & Elevation Drawings.
- B. Photographs
- C. Citizen Input.
- D. Conditional use map

Request

This is a request from Hidden Peak Properties, LLC for a Planned Development located at approximately 1106 South Redwood Road. The site is presently zoned CC Commercial Corridor. The petitioner is proposing to construct three building on the site. Multiple buildings on a single site without street frontage for all buildings, requires planned development approval. The petitioner is also requesting a conditional use for outdoor storage on the rear portion of the lot. Section 21A.26.080, Table Of Permitted And Conditional Uses For Commercial Districts, lists contractor's yard, including outdoor storage as a conditional use in this zoning district.

Staff Recommendation

Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable standards and therefore, recommends that the Planning Commission approve the petition, with the condition that it meet all other city code, including compliance with the landscaping, screening, pedestrian access and Street Lighting plan. Exceptions to individual urban design criteria shown on the plan are accepted as noted in the staff report.

The Planning Commission delegates final authority for the site plan, and landscaping to the Planning Director.



VICINITY MAP

Background

Project Description

The proposal is to construct a retail /office/warehouse project on the west side of Redwood Road at approximately 1106 South. It will be the headquarters of Hidden Peak Electrical Contractors. The site is narrow and deep. The proposal is for three buildings on the site. Multiple buildings on a single site without street frontage for all buildings requires planned development approval. Two of the buildings would front Redwood Road and the third building would face Redwood Road but would be setback from the road. The two retail buildings are perpendicular to the road, however, the portions of the buildings facing Redwood Road are predominantly glass so that they do not turn their sides to the street. The property is bisected by a central vehicular aisle way that focuses on the main office building.

The petitioner is also requesting a conditional use for outdoor storage on the rear portion of the lot. The contractor's lot would be at the rear of the property adjacent to M-1 manufacturing zoning and not readily visible from the street.

The main entry to the complex will be from Redwood Road. The number of curb cuts on Redwood Road is limited by the fact that the road is a state highway. However, the architect has made an attempt to separate general commercial traffic from the heavier trucks that will access the storage area. The drive separation also provides an additional landscaping area to help break up the mass of the parking lot.

The buildings are to be constructed of tilt-up concrete and glass. The architecture is similar to other recent development on Redwood Road.

Front yard landscaping is being provided according to code.

The City has a street lighting master plan and as properties are developed, they are generally brought into compliance with this plan. The new strip mall to the south of this site has installed undated street lighting on Redwood Road. This project should install lighting consistent with the master plan.

No special request was made for fencing as part of this petition.

Comments

Public Comments

The item was presented to the Glendale Community Council on January 21, 2009: The Community Council was generally supportive of the project. Issues raised included security and crime prevention. The Police were asked to provide a CPTED review (attached).

City Department Comments

Airport

Doug,

Thank you for the notice regarding request from Hidden Peak LLC for a Planned Development located at 1106 South Redwood Road. This address is in the Salt Lake City's Airport Influence Zone "H" this area having specific height restrictions. This project area has a height restriction of 4,677.4' MSL approximately 450' AGL. Salt Lake City does not require an aviation easement for new development in this zone. This project creates no observed impacts to airport operations.

David Miller
Airport Principal Planner
Salt Lake City Department of Airports
P.O. Box 145550
Salt Lake City, UT 84114-5550
801.575.2972
david.miller@slcgov.com

Fire

Doug,

The following items may be an issue:

- Fire hydrants shall be within 400 feet of all exterior walls.
- Fire Department access roads shall be within 150 feet of all parts the building.
- The basic road width shall be 20 foot clear and 13 foot 6 inches high.
- The turning radius is 45 feet out side and 20 foot inside.
- The road design is SH20.
- Dead ends shall not exceed 150 feet with out a turnaround.
- Gates to the rear of the property shall be a minimum clear width of 20 feet. If these are provided with locks then they shall be break away type.

Engineering

TO: DOUG DANSIE, PLANNING DIVISION

FROM: RANDY DRUMMOND, P.E., ENGINEERING

DATE: DEC. 18, 2008

SUBJECT: **Hidden Peak Park – Planned Development**
1106 South Redwood Road
Plnpcm2008-00790

Engineering review comments are as follows:

1. This proposal is a planned development of 3 buildings on one lot located at 1106 South Redwood Road. The roadway is under the jurisdiction of UDOT, so UDOT must approve the proposed curb, gutter, asphalt and drive approach on Redwood Road. SLC Engineering Division will then review and approve the sidewalk design and issue a Public Way Permit to a licensed, bonded and insured contractor for the sidewalk to be constructed. The sidewalk design may be submitted and approved as part of the plan approval process.
2. A certified address must be obtained prior to obtaining a building permit.
3. It is our understanding that a plat will not be required for this project.

cc: Brad Stewart
Barry Walsh
Scott Weiler
Craig Smith
George Ott
Vault

Police

From: Eldard, Robert
Sent: Monday, January 26, 2009 3:13 PM
To: Coffey, Cheri
Subject: CPTED reviews

I got the plans for the proposed site at 1106 S Redwood Rd. It looks fine as far as I'm concerned.

Since I spoke with you at the CC meeting, I learned that they currently are sent to Lt. Rich Brede. I spoke with him. He stated that he has added some input on a couple of items but is under the impression that no reply is assumed to be that it looks ok.

Please have your people keep sending them to him as has been the case. He will look at them and forward them to the Community Intelligence Unit detective assigned to the council district affected for further review. We will look at them and unless I hear differently from you, will assume that no response from us will be interpreted by your folks as that it looks ok.

Thanks for your quick response and call or email me with any questions.

Det. Bob Eldard, SLCPD
Community Intelligence Unit
Council District #2
Desk: (801)799-3318
Cell: (801)514-3034

Project Review

Planning Commission Subcommittee

The Planning Commission held a Planned Development subcommittee meeting on December 17, 2008. Commissioners stated that the project was ready to go to the Planning Commission, but asked that staff look at alternative drive designs (analyzed at the end of this section).

Planning Commission Subcommittee Notes

December 17, 2008

Attendees:

Planning Commission: Peggy McDonough, Prescott Muir, and Frank Algarin

Planning Division Staff: Doug Dansie, Cheri Coffey and Wilford Sommerkorn.

Applicant: Hidden Peak Electric

Background and Project Location: 1106 South Redwood Road (Industrial Side)

Presentation in summary including changes to the project: The property is currently vacant; the applicant is proposing a conditional use, due to the zoning of the area and the building, a storage use area in the back.

The applicant would like to place three (3) buildings on a single lot for a shop, and office/warehouse and retail. The project would maintain the required setback.

The applicant stated that they would use tilt up concrete, which would look great and be very economical. The concrete would be colored and have sand blasted patterns.

Staff/Subcommittee recommendation(s), comments and concerns:

Commissioner Muir inquired if the redundancy in the drive isles was necessary.

The applicant stated that they only have one access into the property; however, they could talk to UDOT about two accesses and then revamp it if they were granted that.

Commissioner Muir noted that it would seem to be more efficient if the drive isles were revamped from three (3) to one (1) and landscaping was more consolidated next to the buildings.

The applicant noted that they had designed the drive isles and islands to help navigate traffic through the area, since there would be different types and sizes of vehicles in the area at any given time due to the nature of the buildings; they were trying to separate big traffic from little traffic.

Commissioner Algarin stated that he would like the applicant to address fencing, security, and safety when they came to the full Commission. He would also like to see increased landscaping.

Mr. Dansie noted that the Glendale Community Council had not commented on the project yet.

Conclusion:

- Commissioners noted that this project was pretty straight forward and they felt it was ready to be placed on the Planning Commission agenda.
- Commissioners suggested that an alternate driving isle plan be analyzed in the staff report.

Analysis and Findings

Options

Failure to grant the planned development would require that the petitioner combine the buildings into one structure, which would make it more difficult to maintain frontage onto Redwood Road because the lot is relatively deep. The same amount of square footage would not fit parallel to the street). The conditional use for outdoor storage is to support the electrical contractor business on the site. The outdoor storage is to the rear and is adjacent to M-1 manufacturing zoning.

Findings

21A.54.080 B. Specific Standards: A conditional use permit shall be approved unless the evidence presented shows that one (1) or more of the standards set forth in this subsection cannot be met. The Planning Commission, or, in the case of administrative conditional uses, the Planning Director or the Director's designee, may request additional information as may be reasonably needed to determine whether the standards of this subsection can be met.

1. **Master Plan and Zoning Ordinance Compliance:** The proposed conditional use shall be:
 - a. Consistent with any policy set forth in the City-Wide, Community, and Small Area Master plan and future land use map applicable to the site where the conditional use will be located, and
 - b. Allowed by the zone where the conditional use will be located or by another applicable provision of this title.

Finding: The West Salt Lake Master Plan calls for the frontage of Redwood Road to be maintained in service oriented retail with industrial uses located to the west. This proposal is consistent with the master plan. Section 21A.26.080 Table of Permitted and Conditional Uses for Commercial Districts, lists Contractors yard and outdoor storage as a conditional use. The conditional use places the contractor's yard to the rear of the property adjacent to other industrial properties, rather than being visible from the street.

2. **Use Compatibility:** The proposed conditional use shall be compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use will be located. In determining compatibility, the Planning Commission shall consider:
 - a. Whether the street or other means of access to the site where the proposed conditional use will be located will provide access to the site without materially degrading the service level on such street or any adjacent street;
 - b. Whether the type of use and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected with the development of a permitted use, based on:
 - i. Orientation of driveways and whether they direct traffic to major or local streets, and, if directed to local streets, the impact on the safety, purpose, and character of these streets;
 - ii. Parking area locations and size, and whether parking plans are likely to encourage street side parking for the proposed use which will adversely impact the reasonable use of adjacent property;
 - iii. Hours of peak traffic to the proposed use and whether such traffic will unreasonably impair the use and enjoyment of adjacent property; and
 - iv. Hours of operation of the proposed use as compared with the hours of activity/operation of other nearby uses and whether the use, during hours of operation, will be likely to create noise, light, or other nuisances that unreasonably impair the use and enjoyment of adjacent property;
 - c. Whether the internal circulation system of any development associated with the proposed use will be designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic;
 - d. Whether existing or proposed utility and public services will be adequate to support the proposed use at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;
 - e. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to

protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed use; and

- f. Whether detrimental concentration of existing non-conforming or conditional uses substantially similar to the use proposed is likely to occur, based on an inventory of uses within one-quarter (1/4) mile of the exterior boundary of the subject property.

Finding: Because Redwood Road is a state highway, the number of curb cuts is limited. The petitioner has chosen to design a project with a single curb cut to direct all traffic on the site. Truck traffic is separated from general retail traffic by landscaping within the parking lot. The layout of the site places the contractor's yard at the rear of the property away from the highly visible street. The hours of operation are consistent with other uses on the street.

Redwood Road is capable of handling traffic generated by this proposal. The Transportation Division has reviewed the internal circulation for the proposal.

There is no detrimental concentration of Conditional uses (Attachment D)

3. Design Compatibility: The proposed conditional use shall be compatible with the character of the area where the use will be located with respect to:

- a. Site design and location of parking lots, access ways, and delivery areas;
- b. Whether the proposed use, or development associated with the use, will result in loss of privacy, objectionable views of large parking or storage areas; or views or sounds of loading and unloading areas; and
- c. Intensity, size, and scale of development associated with the use as compared to development and uses in the surrounding area.
- d. If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed-used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in Chapter 21A.59 of this title. *(Separate analysis later in this report)*

Finding: The planned development allows for more efficient use of the site while still maintaining a strong retail presence on Redwood Road. The surrounding uses are retail and manufacturing, so privacy is not an issue. The development is in scale with surrounding development and the proposed conditional use is compatible. The landscaping plan will help soften the parking lot from the street.

4. Detriment to Persons or Property: The proposed conditional use shall not, under the circumstances of the particular case and any conditions imposed, be detrimental to the health, safety, and general welfare of persons, nor be injurious to property and improvements in the community, existing surrounding uses, buildings, and structures. The proposed use shall:

- a. Not emit any known pollutant into the ground or air that will detrimentally affect the subject property or any adjacent property;
- b. Not encroach on any river or stream, or direct runoff into a river or stream;
- c. Not introduce any hazard or potential for damage to an adjacent property that cannot be mitigated;
- d. Be consistent with the type of existing uses surrounding the subject property; and
- e. Improve the character of the area by encouraging reinvestment and upgrading of surrounding properties.

Finding: The Conditional Use does not emit any pollutants or impact any environmentally fragile sites, nor is it adjacent to any rivers or streams. The Conditional Use encourages the location of the contractor's yard away from the highly visible portions of the site. The development is an investment in a presently vacant site.

5. **Compliance with Other Applicable Regulations:** The proposed conditional use and any associated development shall comply with any other applicable code or ordinance requirement.

Finding: The proposal must meet building and fire codes.

21A.54.150 E Additional Standards 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.

Finding: The minimum lot size is 20,000 square feet. This lot is over 157,000 square feet and meets this standard.

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.

Finding: This project is not residential . This standard does not apply

3. **Consideration Of Reduced Width Public Street Dedication:** A residential planned development application may include a request to dedicate the street to Salt Lake City for perpetual use by the public. The request will be reviewed and evaluated individually by appropriate departments, including transportation, engineering, public utilities, public services and fire. Each department reviewer will consider the adequacy of the design and physical improvements proposed by the developer and will make recommendation for approval or describe required changes. A synopsis will be incorporated into the staff report for review and decision by the Planning Commission. Notwithstanding the foregoing, no such street will be accepted as a publicly owned street unless there is a minimum width of twenty feet (20') of pavement with an additional right-of-way as determined by the Planning Commission.

Finding: This project does not have a new street . This standard does not apply

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.

Finding: This project is not in any of the aforementioned zoning districts. This standard does not apply

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.

Finding: The adjacent zoning districts are identical. This standard does not apply

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

Finding: This project does not have a topographic change. This standard does not apply

Additional analysis

Commissioners suggested that an alternate driving aisle plan be analyzed in the staff report.

Layout of the site is restricted by the fact that Redwood Road is a State Highway and UDOT wishes to keep curb cuts to a minimum, therefore only one drive approach is allowed. This affects design because retail and service truck traffic will share the same drive. The drive aisle illustrated on the site plan was intended to separate truck traffic (destined to the rear of the site) from retail traffic while providing required parking lot landscaping and a visual corridor that highlights the main office building.

Alternative layouts include:

- Consolidating the parking lot aisle, eliminating landscaping and allowing of deeper retail buildings. The increases the parking requirement (additional square footage), and creates a depth of the retail space that is deeper than what is perceived to be leasable.
- Consolidate the parking lot aisle, and placing landscaping adjacent to the retail building. The increased landscaped space in front of each retail space, which may or may not be useful. It also leaves a larger parcel of unbroken asphalt for the parking lot and mixes truck and retail traffic.

Finding: The proposed layout is the most efficient layout for landscaping and traffic control.

21A.59.060 Standards For Design Review:

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

A .Development shall be primarily oriented to the street, not an interior courtyard or parking lot.

1. Primary building orientation shall be toward the street rather than the parking area. The principal entrance shall be designed to be readily apparent.
2. At least sixty percent (60%) of the street frontage of a lot shall have any new building located within ten feet (10') of the front setback. Parking is permitted in this area.
3. Any buildings open to the public and located within thirty feet (30') of a public street shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be a distinctive and prominent element of the building's architectural design, and shall be open to the public during all business hours.
4. Each building shall incorporate lighting and changes in mass, surface, or finish to give emphasis to its entrances.

Finding: The retail buildings would be required to have pedestrian entrances onto Redwood Road to meet the intent of this requirement. The developer is proposing doors facing the parking. Given the auto orientation of Redwood road this is acceptable as long as the windows facing Redwood Road remain unobstructed; providing visual access to the interior of the building. The building falls below the 60% requirement for buildings facing the street, but is appropriate for the location.

B. Primary access shall be oriented to the pedestrian and mass transit.

1. Each building shall include an arcade, roof, alcove, portico, awnings, or similar architectural features that protect pedestrians from the rain and sun.

Finding: Architectural features are not being provided. The sidewalk in front of the retail building should be extended to connect to the sidewalk along Redwood Road to accommodate any pedestrian traffic along the street.

C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.

1. At least forty percent (40%) of any first floor wall area that faces and is within thirty feet (30') of a primary street, plaza, or other public open space shall contain display areas, windows, or doorways. Windows shall allow views into a working area or lobby, a pedestrian entrance, or display area. First floor walls facing a side street shall contain at least twenty five percent (25%) of the wall space in window, display area, or doors. Monolithic walls located within thirty feet (30') of a public street are prohibited.

2. Recessed or projecting balconies, verandas, or other usable space above the ground level on existing and new buildings is encouraged on a street facing elevation. Balconies may project over a public right of way, subject to an encroachment agreement issued by the city.

Finding: The proposed retail buildings meet the requirement for minimum glass facing Redwood Road. This glass must remain unobstructed. This is a one story building with no balconies.

D. Architectural detailing shall emphasize the pedestrian level of the building.

Finding: The proposed complex is a one story development with the major entrances at pedestrian level.

E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods.

1. Parking areas shall be located behind or at one side of a building. Parking may not be located between a building and a public street.

2. Parking areas shall be shaded by large broadleaf canopied trees placed at a rate of one tree for each six (6) parking spaces. Parking shall be adequately screened and buffered from adjacent uses.

3. Parking lots with fifteen (15) spaces or more shall be divided by landscaped areas including a walkway at least ten feet (10') in width or by buildings.

Finding: The proposed parking lot is between the two retail buildings meeting the requirement. The plan meets the general landscaping requirement. The final landscape plan should be developed to insure compliance with the details of this standard.

F. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.

Finding: There is no adjacent residential neighborhood. Lighting levels shall be reviewed prior to issuance of a building permit.

G. Parking and on site circulation shall be provided.

1. Connections shall be made when feasible to any streets adjacent to the subject property and to any pedestrian facilities that connect with the property.

2. A pedestrian access diagram that shows pedestrian paths on the site that connect with a public sidewalk shall be submitted.

Finding: Parking and on-site circulation should be provided to the satisfaction of the Salt Lake City Transportation Department. The retail sidewalk must be extended to meet the City sidewalk.

H. Dumpsters and loading docks shall be appropriately screened or located within the structure.

1. Trash storage areas, mechanical equipment, and similar areas are not permitted to be visible from the street nor permitted between the building and the street.

2. Appropriate sound attenuation shall occur on mechanical units at the exterior of buildings to mitigate noise that may adversely impact adjacent residential uses.

Finding: There are no adjacent residential areas. All major loading is to the rear of the site, not visible from the street. Final plans will receive more detailed review for compliance prior to the issuance of a building permit

I. Signage shall emphasize the pedestrian/mass transit orientation.

Finding: Signage is generally located above the first story retail space, which is generally at pedestrian level..

J. Lighting shall meet the lighting levels and design requirements set forth in chapter 4 of the Salt Lake City lighting master plan dated May 2006.

Finding: Lighting levels will be reviewed prior to the issuance of a building permit

K. Streetscape improvements shall be provided as follows:

1. One street tree chosen from the street tree list shall be placed for each thirty feet (30') of property frontage on a street.
2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years.
3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above.
4. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street.
5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.

Finding: Compliance will be determined prior to the issuance of a building permit..

L. Street trees shall be provided as follows:

1. Any development fronting on a public or private street shall include street trees planted consistent with the city's urban forestry guidelines and with the approval of the city's urban forester.
2. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester.

Finding: Compliance will be determined prior to the issuance of a building permit.

M. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:

1. The orientation and scale of the development shall conform to the following requirements:
 - a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
 - b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').
2. Public spaces shall be provided as follows:
 - a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.
 - b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:
 - i. Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
 - ii. A mixture of areas that provide shade;
 - iii. Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
 - iv. Water features or public art; and/or
 - v. Outdoor eating areas or food vendors.

Finding: The proposed square footage of buildings is 33,000. This standard does not apply..

N.Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as adopted master plan policies, the city's adopted "Urban Design Element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control. (Ord. 61-08 □ 2 (Exh. B), 2008; Ord. 89-05 □ 8, 2005; Ord. 3-05 □ 11, 2005)

Finding: The proposed buildings generally meet the West Salt Lake Master Plan and the Urban Design Element.

21A.59.020 Authority:

Design review shall be required pursuant to the provisions of this chapter for uses as specified within individual zoning districts before zoning certificates, building permits or certificates of occupancy may be issued.

A. The planning commission shall approve design criteria upon consideration of comments received from city departments and determining whether modification of specific design regulations meets the intent of the individual zoning district.

B. The planning commission may modify individual design requirements for specific projects if they find that the intent of the basic design criteria of the zoning district has been met. (Ord. 3-05 □ 11, 2005)

Finding: The proposed retail development is located adjacent to an industrial area, away from neighborhoods and transit. The general development pattern of Redwood Road is automobile oriented. The project generally meets the intent of the design standards, but does not always meet specific criteria, such as a door facing the street. Given the general development pattern of the neighborhood these exceptions are warranted.

Attachment A
Site Plan and Elevation Drawings

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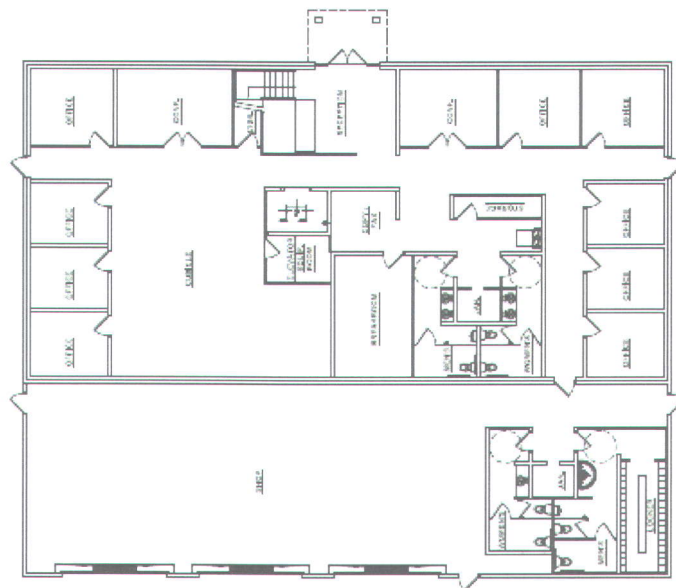
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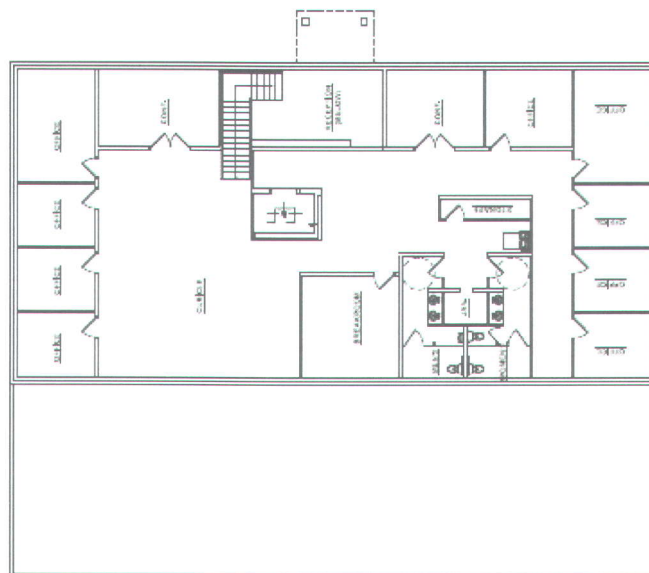
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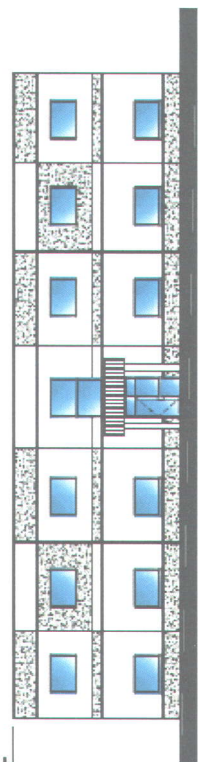
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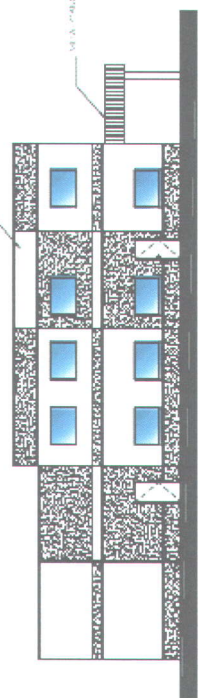
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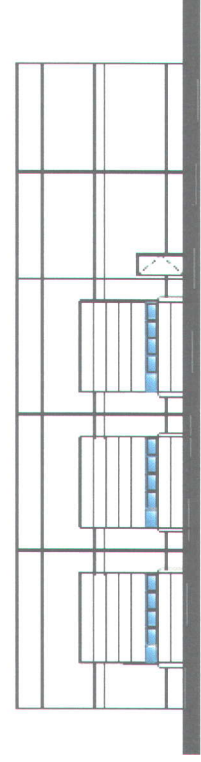
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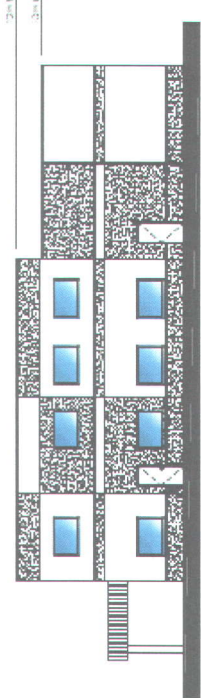
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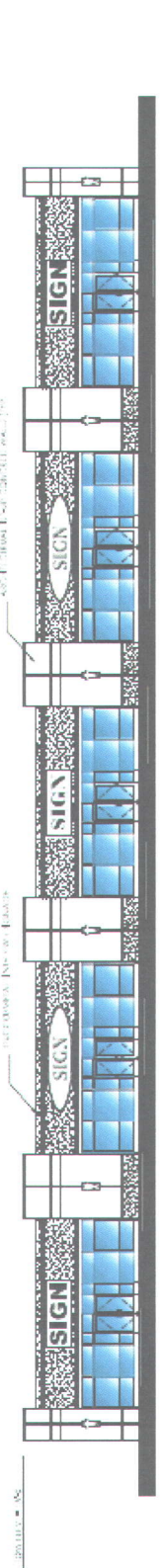
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SHOP BUILDING WEST ELEVATION



OFFICE BUILDING NORTH ELEVATION



RETAIL BUILDING ELEVATION



RETAIL BUILDING REDWOOD ROAD ELEVATION



SITE ELEVATION



Journal of the American Academy of Child and Adolescent Psychiatry
Volume 40, Number 10, October 2001

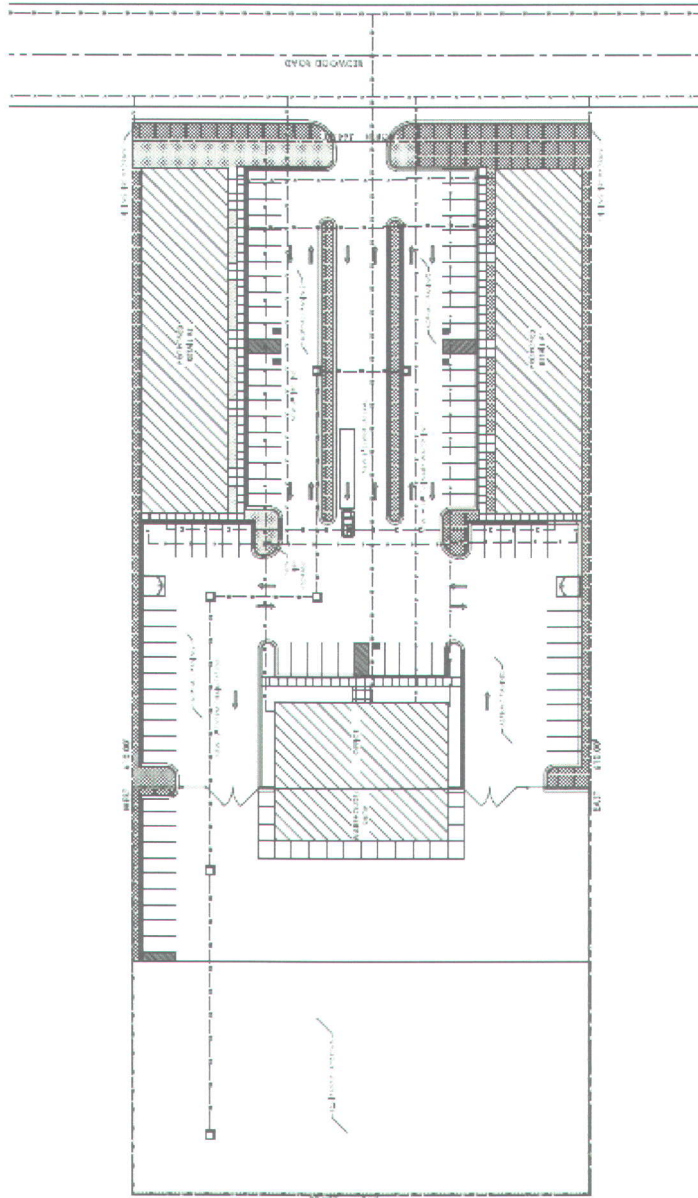
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Author	Year	Country	Sample Size	Response Rate	Response Rate
...

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DATE
FLOOR NUMBER
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SITE PLAN
1. 2000

SITE PLAN

SD1.2



HUGHES
CENTRAL CONTRACTORS

10000 W. 10th Ave.
Suite 100
Denver, CO 80202
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Fax: (303) 733-1101
www.hughescentral.com

SITE INFORMATION

PROJECT NO.	10000 W. 10th Ave.
DATE	10/10/2010

PARKING REQUIREMENTS

TYPE	NO. OF SPACES	NO. OF SPACES
TOTAL	100	100
STREET FRONT	10	10
REAR	90	90

BUILDING INFORMATION

NO. OF FLOORS	TYPE	AREA
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1	WAREHOUSE	10,000
1	STORAGE	10,000
1	STORAGE	10,000
1	STORAGE	10,000

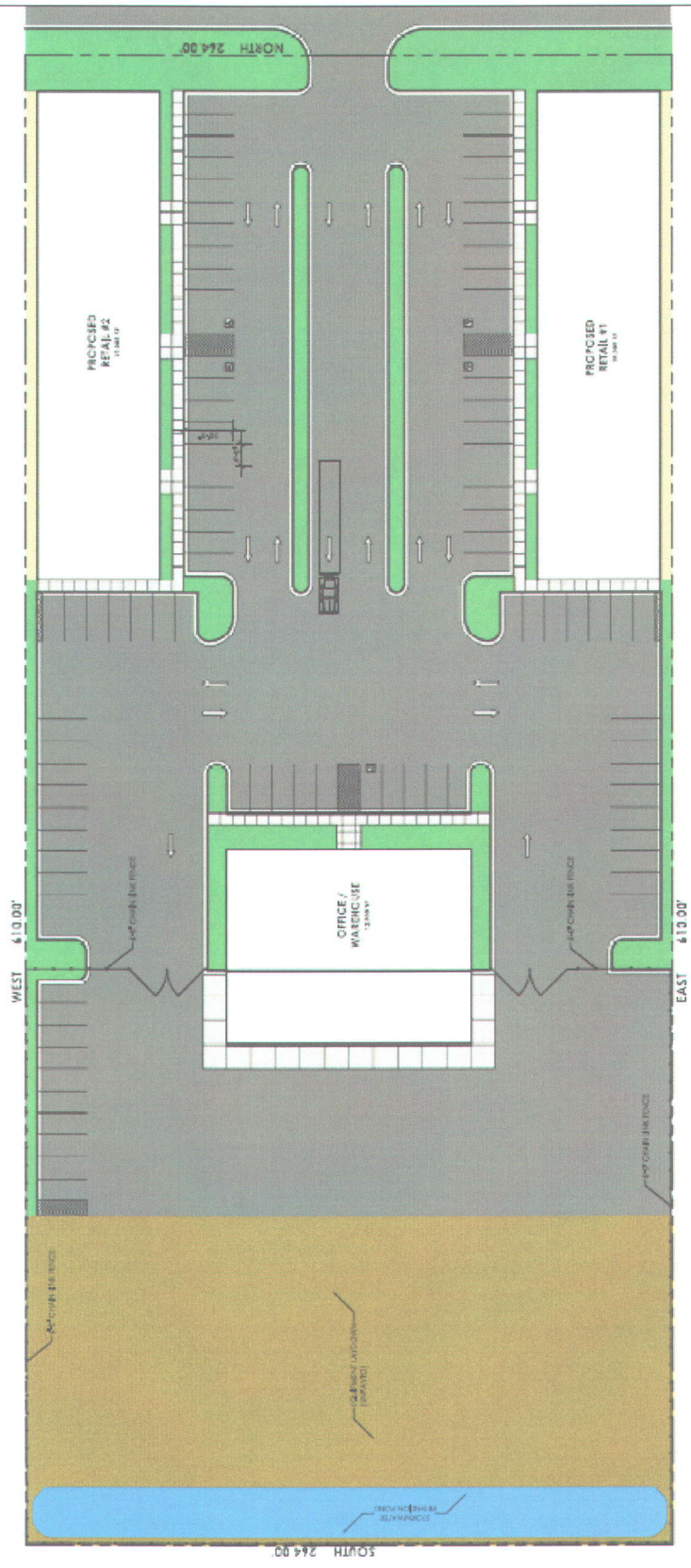
LEGEND

LANDSCAPING

UNPAVED EQUIPMENT STORAGE

ASPHALT PAVING

STORMWATER RETENTION POND





SITE PLAN

10000 W. 10th Ave.

SD1.1

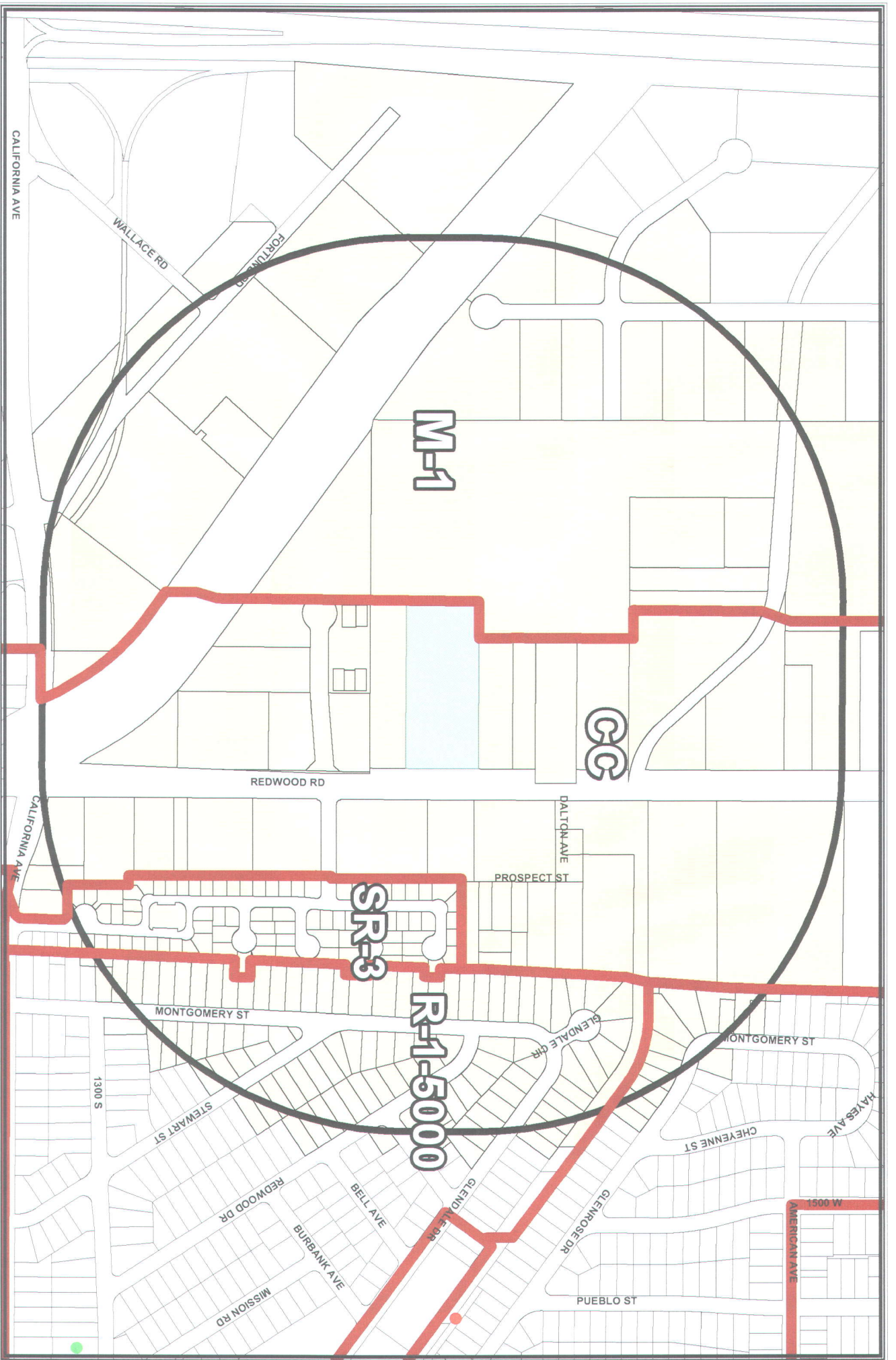
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Suite 100
Denver, CO 80202
Phone: (303) 733-1100
Fax: (303) 733-1101
www.hughescentral.com

Attachment B
Photographs



Attachment C
Citizen Input

Attachment D
Conditional Use Map



- Conditional Uses in Residential Districts
- 3-4 Dwelling Units NonConforming Uses
- Multi-Family NonConforming Uses
- Commercial/Office NonConforming Uses

- Subject Properties
- 1320 Foot Buffer around the Subject Property
- Parcels that Intersect the 1320 Foot Buffer around the Subject Property

