

Planning Commission Staff Report

Broadbent Business Park
Minor Subdivision - Petition PLNSUB2011-00619
Planned Development - Petition PLNPCM2012-00037
3600-3730 West and 1987-2100 South
Hearing Date: April 11, 2012



Planning and Zoning Division
Department of Community &
Economic Development

Applicant:

The Koll Company

Staff:

Everett Joyce (801) 535-7930
everett.joyce@slcgov.com

Tax ID:

15-17-300-029

Current Zone:

M-1 (Industrial)

Master Plan Designation:

West Salt Lake – West Salt Lake
Industrial District

Council District:

District 2 – Van Turner

Community Council District

Glendale – Randy Sorenson, Chair

Current Use:

Existing industrial park with eight
buildings

Applicable Land Use Regulations:

- 20.20 Minor Subdivisions
- 21A.28.020 M-1Light
Manufacturing District
- 21A.55 Planned Developments

Notification

- Notice mailed March 27, 2012
- Sign posted April 2, 2012
- Posted to Planning Dept and Utah
State Public Meeting websites
March 27, 2012

Exhibits:

- A. Preliminary Plat
- B. Department/Division Comments
- C. Planned Development Application

REQUEST

The Koll Company, applicant, is requesting approval of minor subdivision and planned development applications for an existing 8.5 acre industrial park development, known as the Broadbent Business Park. The development is located between 3600 West – 3730 West and 1987 South – 2100 South within the M-1 Light Manufacturing District.

The applicant requests *minor subdivision* (PLNSUB2011-00619) approval for dividing the existing single parcel into eight parcels that coincide with the eight separate buildings on the property. Also requested is *planned development* (PLNPCM2012-00037) approval for modifications to the parking lot perimeter landscape requirements at the interior lot lines created through the minor subdivision request.

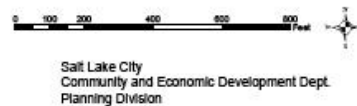
The planned development request is for relief of perimeter parking lot landscape requirements where the proposed lot lines lie within twenty feet of existing parking areas. The applicant is requesting modification of these perimeter parking landscape requirements in order to maintain the original development character established with the construction of the development in 1975.

STAFF RECOMMENDATION

Planning Staff recommends that the Planning Commission grant approval of the preliminary plat and planned development requests for the Broadbent Business Park, Petitions PLNSUB2011-00619 and PLNSUB2012-00037 subject to the following conditions:

1. Approval is conditional upon compliance with departmental comments;
2. The applicant shall provide crossover easements for circulation, parking, sidewalks, trash and recycling collection areas, drainage areas and utilities to all new parcels on the final plat as well as CC&Rs regarding property maintenance and owner responsibilities within the overall site; and
3. The applicant shall provide handicapped parking for each lot and respective building to City standards.

Vicinity Map



Background

The applicant submitted a subdivision application, Petition PLNSUB2011-00619, to subdivide an existing parcel with multiple buildings into eight separate lots, one for each existing building on the subject parcel. Departmental review of the subdivision application identified that the proposed lot line layout and existing parking areas conflicted with the standards of Section 21A.48 perimeter parking lot landscape requirements. The applicant was notified that either site plan modifications would be required in order to subdivide or that the applicant would need to obtain planned development approval to authorize modification of the perimeter parking lot landscape requirements in order to subdivide the property as proposed.

The applicant has identified that the current use of the site is not proposed to be changed. The existing office warehouse uses will remain. The site was developed in 1975 with these uses and has operated with these uses since that time. Therefore, the applicant has chosen to submit a planned development application, Petition PLNPCM2012-00037, requesting to create eight lots and modify the perimeter parking lot landscape requirements in order to maintain the established development character.



Subject parcel aerial showing buildings, landscaping and parking areas

Project Description

This is a request for planned development and subdivision approval for an existing 8.5 acre development that is located between 3600 – 3730 West and 1987 – 2100 South. The existing development consists of eight buildings on one parcel. Approval of the subdivision request will result in subdividing the parcel into eight lots. The planned development request to modify certain landscape requirements will allow placement of proposed new lot lines without substantial modification of the site due to the location of proposed lot line locations and existing parking areas. Zoning Ordinance Chapter 48 Landscaping and Buffers, requires that parking lots within 20 feet of a property line must maintain perimeter landscaping.

The project proposes subdividing the existing buildings into separate parcels in order to allow the sale of each building to individual owners. The site is fully improved with parking and landscaping. No changes to the existing buildings or site are being proposed by the applicant. The process of subdividing the units into individual parcels will allow individual owners to configure the interior of the buildings to meet their specific needs, while still maintaining a consistent and attractive exterior in relationship to the overall existing development. The Covenants Conditions and Restrictions (CC&R'S) will control and maintain an architectural consistency between the units, as well as insure proper management and maintenance of the landscaping and parking areas. The applicant states that research has shown that "pride of ownership" can significantly improve the maintenance and character of these types of units. The possibility of individual ownership of the units will support increased occupancy of this project which leads to a more viable and attractive project.

Project Development Plan:

The Preliminary Plat in Attachment A (p13) shows the location, site improvements and total area of the development. The site is an existing development which has been in operation since 1975. The use and type of the units will not change with this plan. This plan is to allow the sale of each of the eight buildings as a separate parcel and does not affect the approved uses that currently exist. Future uses will be subject to the requirements of the M-1 Zoning District standards and the CC&R's of the subdivision.

The site is located within the M-1 Light Manufacturing Zone District with developments consistent with that zone on the North, West and East sides of the project. State Route U-201 (2100 South) is located on the South side of the project. The M-1 district requires a minimum 20,000 square foot lot width. The proposed lots meet this standard as shown in the table below. The proposed lots also meet the minimum 80 foot lot width requirement.

Building Area and Parking Breakdown

Lot #	Total S.F.	Office S.F.	Warehouse S.F.	Required Parking	Parking Provided
1	11,136	8,416	2,720	23	29
2	15,838	12,768	3,070	32	28
3	12,344	10,224	2,120	25	56
4	16,252	9,222	7,030	33	47
5	12,500	5,370	7,130	25	42
6	15,889	12,919	2,970	32	33
7	12,344	7,964	4,380	25	41
8	16,252	6,292	9,960	33	49
Totals	112,555	73,175	39,380	228 stalls	325 stalls

Not all lots will maintain the required number of parking stalls, however the overall site provides more than required by ordinance. The CC&R's will allow for crossover access and parking between each lot. Parking spaces for persons with disabilities are limited on the existing site. They are not evenly dispersed amongst the existing buildings. The site has excess parking stalls over the amount required by ordinance. Staff recommends as a condition of approval that parking stalls for persons with disabilities be provided and distributed for each individual building and proposed lot.

The table below provides a breakdown of landscape and parking modifications if the proposed lot lines provided perimeter parking landscaping as per ordinance standards. The end result would be a twelve percent decrease or 40 less parking stalls on the entire project site and an increase of two percent or 7,110 square feet of landscaping.

Parking and Landscape Changes as per Zoning

Lot #	Increased Landscape Area S.F.	Required Parking	Revised Parking Provided
1	180	23	28
2	810	32	22
3	2,700	25	41
4	540	33	45
5	0	25	42
6	1,440	32	25
7	990	25	35
8	450	33	47
Totals	7,110	228 stalls	285 stalls

The attached site plan shows the location of the existing parking areas and driveways, landscape areas together with the location of existing trees. The plan also shows the location of the existing utilities and drainage systems. The site currently does not have any onsite detention or retention of storm water. The final plat along with the CC&R's will provide circulation, parking, refuse collection, utility and drainage cross use and access easements.

Parking Lot Perimeter Landscaping

As previously identified, the existing site development pattern and the creation of lots as proposed does not meet the requirement for perimeter parking lot landscaping along interior property lines. The applicant's subdivision proposal creates lots that reflect the original development pattern of the site rather than distinct development requirements of each lot as though it were a new development. The applicant does not prefer to reconfigure lot lines into irregular patterns to avoid existing parking areas or to modify the existing character of the developed site with respect to parking and landscaping.

The planned development request is to authorize zoning modifications to the landscape setback standards between proposed lot lines and existing parking areas on the site. Specifically requested is the modification of the perimeter landscaping requirement where parking lots are located closer than 20 feet to a property line as depicted on the map below.

Broadbent Business Park

Minor Subdivision PLNSUB2011-00619

Planned Development PLNPCM2012-00037



Perimeter Parking Lot Landscape Modifications

Areas were existing parking conflicts with setback from new property lines and landscaping requirements.

The use dynamics of the development and the individual buildings have and will continue to function and be used with respect to the existing development pattern, which includes the location of driveways, parking areas, loading docks and trash receptacle facilities. These elements are provided throughout the existing development

site in a comprehensive approach and not respective to individual buildings and site layout. Because of this, the perimeter parking lot landscaping on interior lot lines and between various building lot lines does not make for the best utilization of the development site. The Planning Commission should note that the parking areas along the public street frontages are already partially screened by existing landscape berms within the front yard. It is staff's view that imposing perimeter parking lot landscaping on the new interior lot lines does not support the comprehensive and functional design of the existing multi-structure complex.



Examples of existing landscape berms

Site Character

The current development and buildings were built in 1975 and there is no record of any variances or special permits granted to develop this property. The photographs below show the typical style of the buildings and the landscaping on the existing site. Additional photographs are included in the Broadbent Business Park Planned Development Application - Attachment C (p23).



Comments

Public Comments

The proposed subdivision and planned development were presented to the Glendale Community Council on March 21, 2012. The community council passed a motion supporting the proposed development and the specific landscape modification request regarding parking lot perimeter landscaping at the property lines. No other citizen comments were received prior to this report being finalized.

City Department Comments

A request for comment was sent to City Departments/Divisions on October 25, 2011 in response to the subdivision application. Departmental review identified the applicant must modify the proposed lot line layout and landscaping so that no new property line would lie within 20 feet of existing parking areas. The applicant was notified that either site plan modifications would be required in order to subdivide or that the applicant would need to obtain planned development approval to authorize modification of the perimeter parking lot landscape requirements to subdivide the property as proposed. In general, there were no other objections to the proposed subdivision. All comments received are provided in Attachment B (p17).

Analysis and Findings – Planned Development

Standards for Planned Developments; *Section 21A.55.050*

A planned development 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 regulations, the city seeks to achieve *any* of the following specific objectives:

- A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;
 - B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
 - C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
 - D. Use of design, landscape, or architectural features to create a pleasing environment;
 - E. Inclusion of special development amenities that are in the interest of the general public;
 - F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;
 - G. Inclusion of affordable housing with market rate housing; or
 - H. Utilization of “green” building techniques in development.
- A. Planned Development Objectives: The Planned Development shall meet the purpose statement for a planned development (Section 21A.55.010) and will achieve at least one of the objectives stated in said Section;

Analysis: The proposed planned development subdivision taking one lot with eight buildings to eight lots with one building per lot with the request to modify certain landscape requirements provides opportunity to maintain the existing development design and character. The request to not require perimeter parking lot landscape where new lot lines conflict with existing parking areas allows the applicant to maintain consistency with the existing industrial park development design and supports maintaining the existing building forms and relationships. The creation of the proposed lot lines do not detract from the existing development pattern.

Finding: The project, through use of the planned development process, achieves at least three of the objectives for planned development, thereby satisfying this standard. Those objectives are A, C, and D related to coordination of architectural styles, preservation of architectural character, and use of consistent landscape elements. The proposed subdivision and planned development supports the maintenance of an existing development with a combination and coordination of architectural styles, building forms, building materials, and building relationships.

- B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:

1. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and,
2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.

Analysis: The proposed development is within the West Salt Lake Master Plan area. The master plan objectives and policies related to this project are re-iterated below and demonstrate that the proposed planned development is consistent with those policies.

West Salt Lake Master Plan

Industrial Land Use Goals:

- The land use plan designates the area west of Redwood road, the West Salt Lake Industrial District, to be devoted exclusively to industrial development and related uses.
- Encourage high quality industrial park type of planned development wherever possible in the undeveloped portion of the Community.

M-1 Light Manufacturing District

The purpose of the M-1 light manufacturing district is to provide an environment for light industrial uses that produce no appreciable impact on adjacent properties and desire a clean attractive industrial setting. This zone is appropriate in locations that are supported by the applicable master plan policies adopted by the city. This district is intended to provide areas in the city that generate employment opportunities and to promote economic development. The uses include other types of land uses that support and provide service to manufacturing and industrial uses. Safe, convenient and inviting connections that provide access to businesses from public sidewalks, bike paths and streets are necessary and to be provided in an equal way. Certain land uses are prohibited in order to preserve land for manufacturing uses.

Finding: Planned development and minor subdivision approval for the proposed subdivision of the existing development into eight separate lots within the M-1 zoning district is consistent with the City master plan and zoning ordinance.

- C. Compatibility: The proposed planned development 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:
1. Whether the street or other means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any adjacent street/access;
 2. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected, 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 planned development which will adversely impact the reasonable use of adjacent property;

- iii. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.
3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic;
 4. Whether existing or proposed utility and public services will be adequate to support the proposed planned development at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;
 5. 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 planned development, and;
 6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.
 7. 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.

Analysis: The project has been designed to be consistent with the character of the site. The proposal is compatible with the surrounding area and does not create unusual traffic patterns or volumes. Vehicle traffic patterns will not degrade. Parking provisions are considered adequate to contain all required parking on site. Appropriate setbacks, screening, and landscaping are provided to minimize impact to adjacent properties. The hours of operation of the different uses on the site will be those of typical office and manufacturing buildings and similar to surrounding commercial uses with minimal peak traffic occurrences throughout the day.

Finding: Allowing subdivision for separate lots within the existing development and planned development modification of perimeter parking lot landscape requirements in order to retain existing landscape and parking facilities will support a development that is compatible with the character of the site and existing development within the vicinity of the site. The project satisfies this standard and poses little impact to surrounding streets.

- D. Landscaping: Existing mature vegetation on a given parcel for development shall be maintained. Additional or new landscaping shall be appropriate for the scale of the development, and shall primarily consist of drought tolerant species;

Analysis: The existing development consists of buildings and parking areas with mature vegetation. The landscaping elements will continue as originally developed.

Finding: The development proposal preserves existing mature vegetation.

- E. Preservation: The proposed Planned Development shall preserve any historical, architectural, and environmental features of the property;

Analysis: The proposal will maintain existing building facades and their architectural consistency and will not eliminate existing site features.

Finding: The project satisfies this standard through preservation of existing mature vegetation.

- F. Compliance with Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.

Analysis: Section 21A.48.070 Parking Lot Landscaping requires perimeter landscaping where a parking lot is within twenty feet of a lot line. Perimeter landscaping shall be required along the corresponding edge of the parking lot. Other than the specific landscaping modification requested by the applicant, the project appears to comply with all other applicable codes.

Finding: The project satisfies this standard.

Analysis and Findings – Minor Subdivision

The applicant's preliminary plat includes the following notes:

1. The final plat of this subdivision shall create the required public utility and drainage easements across all parking, pedestrian and landscape areas.
2. All improvements shown on this plat are existing. No construction is associated with the plat.
3. The current site does not contain any storm drain detention or retention. All storm drain flows on the surface through concrete waterways to the existing streets into the drainage gutters located at the curb of the street.
4. The covenants, conditions and restrictions (CC&R'S) for this development will be filed in conjunction with the final plat, which will create cross use, access and repair agreements for all parking, drives, pedestrian and landscape areas, drainage areas and trash collection areas as well as utility services.

Minor Subdivisions - Section 20.20.020 Required Conditions and Improvements

A minor subdivision shall conform to the required improvements specified in Section 20.28.010, or its successor, of this Title, and shall also meet the following standards:

- A. *The general character of the surrounding area shall be well defined, and the minor subdivision shall conform to this general character.*

Analysis: The property is located within the West Salt Lake Industrial District and the surrounding area is characterized by industrial use. The proposed subdivision will have no bearing on the general character of the surrounding area, as the resulting lots are consistent with the wide range of lot sizes within the West Salt Lake Industrial area.

Finding: The proposed subdivision satisfies this standard.

- B. *Lots created shall conform to the applicable requirements of the zoning ordinances of the city.*

Analysis: The applicable requirements for this subdivision are minimum lot size and minimum lot width. The minimum lot size requirement for the M-1 zone is 20,000 square feet (0.46 acres). The proposed lots exceed the minimum lot size. The minimum lot width in the M-1 zone is 80 feet. All proposed lots exceed the minimum lot width.

Finding: The proposed subdivision amendment satisfies this standard.

C. *Utility easements shall be offered for dedication as necessary.*

Analysis: Existing utility easements will be retained. Cross over easements will be established for all lots for access. Existing drainage and utilities will have access and maintenance easements provided in the CC&R's of the subdivision final plat. The City's Public Utilities Department identified that utility services are established and there are no new utility dedication requirements.

Finding: The proposed subdivision amendment satisfies this standard.

D. *Water supply and sewage disposal shall be satisfactory to the city engineer.*

Analysis: The City's Public Utilities Department reviewed the project site and it appears that each building has individual utility services and the plat proposes to provide utility easements for utilities that cross lot lines and for to access meters at the right of way. There does not appear to be any utility conflicts with the proposal.

Finding: The proposed subdivision amendment satisfies this standard.

E. *Public improvements shall be satisfactory to the planning director and city engineer.*

Analysis: The proposed subdivision has been forwarded to the pertinent City Departments/Divisions for comment. All public improvements must comply with all applicable City Departmental standards. Review of the plans and the site shows existing public improvements are in satisfactory condition. Salt Lake City Engineering does not require replacement or installation of any public way improvements on this site.

Finding: The proposed subdivision amendment satisfies this standard.

Attachment A Preliminary Plat

BOUNDARY DESCRIPTION:
 LOT 5, CONTAINING INDUSTRIAL PARK PHASE 1, ACCORDING TO THE OFFICIAL PLAT THEREOF,
 ON FILE AND OF RECORD IN THE OFFICE OF THE SALT LAKE COUNTY RECORDS,
 BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

OWNERS STATEMENT
 THE UNDERSIGNED, HADLAND DEVELOPMENT, INC., HAS BEEN ADVISED BY THE
 OWNER OF THIS PLAT BY THE CITY OF SALT LAKE

PLAT NOTES
 1. THE FINAL PLAT OF THIS SUBDIVISION SHALL CREATE THE
 PARKING, FIRESTORM AND LANDSCAPE AREAS ALL
 CONSTRUCTION IS ASSOCIATED WITH THIS PLAT. NO
 CONSTRUCTION OR ALTERATION SHALL BE PERMITTED
 SURFACE INTO THE EXISTING STREET.

LEGEND
 SECTIONAL MONUMENTATION
 SPECIES FOUND SURVEY CONTROL MONUMENT
 (TYPE, LOCATION ETC. AS NOTED ON THE PLAT)
 SPECIES FOUND SURVEY CONTROL MONUMENT
 (TYPE, LOCATION ETC. AS NOTED ON THE PLAT)
 SPECIES FOUND SURVEY CONTROL MONUMENT
 (TYPE, LOCATION ETC. AS NOTED ON THE PLAT)

UTILITIES
 TELEPHONE
 WATER
 CITY OF SALT LAKE
 (801) 468-8600
 POWER
 UTILITY OF SALT LAKE
 (801) 468-8600
 NATURAL GAS
 (801) 364-7427

PROJECT INFORMATION
 2000 S 2100 W
 AREA 8.4 ACRES
 LOTS 6
 LOT FRONTAGE 807' MIN/PLT
 SETBACKS 30' FRONT, 0' SIDE & REAR
 PARKING PROVIDED 322 REGULAR, 5-HANDICAP

OWNER INFORMATION
 THE HOLDING COMPANY 4/5 CONFERENCE REAL ESTATE
 SOLUTIONS
 1703 N MAIN ST, SUITE 1000
 SALT LAKE CITY, UT 84101
 Vice President: "Asset Manager"
 at: 801.462.0730

PROJECT SURVEYOR
 BUSH & GUDGELL, INC.
 665 EAST 4500 SOUTH #100
 SALT LAKE CITY, UT 84100
 801-364-1225



PARKING

LOT	MINIMUM REQUIRED	ACTUAL PROVIDED	REMARKS
1	20	20	
2	20	20	
3	20	20	
4	20	20	
5	20	20	
6	20	20	
7	20	20	
8	20	20	
TOTAL	160	160	22 SPACES

GRAPHIC SCALE
 1 inch = 40' PL

OWNER INFORMATION
 HADLAND DEVELOPMENT, INC.
 1800 S 3000 W
 #1270000002

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 #1270000002

Attachment B Department Comments



Work Flow History Report

3607 W 1987 S

DRT2011-00245

Project: BROADBENT BUSINESS PARK

Project Description: 3:30PM, Industrial property with 8 buildings. Condo process in effect to sell buildings separately.

Date	Task/Inspection	Status/Result	Action By	Comments
7/18/2011	0 Application Acceptance	Accepted	Robinson, DeeDee	
7/18/2011	0 Engineering Review	Comments	Norlem, Christopher	<p>Actual address is 3607 W 1987 S. Eight buildings are currently on one lot.</p> <p>Subdivision or Condominium plat required. Contact Scott Weiler 349 S 200 E, Suite 100, 801-535-7995, Scott.Weiler@slcgov.com, for more information</p> <p>Certified address required prior to building permit issuance. See Alice Montoya at 801-535-7248.</p> <p>At the time of application for Building Permit or Plat, an inventory of the condition of the existing street and/or access-way improvements will occur. The condition of said improvements will be determined, and any sub-standard improvements (curb, gutter, sidewalk, drive approach, etc.) will be required to be either repaired or replaced as a condition of approval of the project.</p> <p>Public Way Permit may be required for project completion, should damaged sidewalk or curb & gutter be found in the improvement assessment. Licensed, bonded and insured Contractor to obtain permit to install or repair required street improvements.</p> <p>Should a Public Way Permit be required, an approved site plan required. Contractor shall submit approved site plan to Engineering Permits Office @ 349 South 200 East. Contact George Ott @ 801-535-6396 for Permit information.</p>

7/18/2011	0	Public Utilities Review	Comments	Brown, Jason	<p>Actual property address is 3607 west 1987 south, eight buildings.</p> <p>There are eight one-inch meters that provide service to the lot. It appears that each building has its own meter but PU does not maintain records of the water lines behind the meters. It does not appear that any of the buildings have fire sprinkler lateral connections.</p> <p>There are two existing sewer laterals that provide service to the lot. According to our records these two laterals provide service for the eight buildings. These records are available from our Public Utility office at 1530 South West Temple. Subdivision would require a shared maintenance agreement for the two laterals between the eight buildings.</p> <p>The Storm Drain system would have to be evaluated to verify that it complies with the latest storm retention requirements. Typical requirement is to detain runoff in excess of 0.2 cfs/ac and release to the public system. Subdivision would require that calculations be provided addressing the storm drain requirements.</p> <p>Because of the nature of the existing sewer, water and storm drain any subdivision of the property will be required to include cross drainage easements, shared maintenance for the sewer and easements/repair agreements for the water lines that cross proposed property lines.</p>
7/18/2011	0	Transportation Review	Comments	Walsh, Barry	<p>Review for proposal to separate the eight buildings on one site. (condo or subdivision, revision to existing PUD. Provide Parking calculations for the existing facility and for each building and its current approved use. The parking calculations for each suite are to include ADA stalls and the 5% bike stall provision. Review loading dock and warehouse numbers. Note required parking (5% bike) and provided parking (ADA compliance).</p>
7/18/2011	0	Zoning Review	Comments	Brown, Ken	<p>M-1 Zone – Discussed several options for the property (condo conversion, subdivision, planned development). Applications for each of these processes may be picked up from the Planning Desk in Room #215 at 451 South State St. Parking calculations need to be provided for each building, for use in any condo conversion, subdivision, planned development proposal.</p>
7/19/2011	0	Closure	Emailed Notes to Applicant	Robinson, DeeDee	

Joyce, Everett

From: Stoker, Justin
Sent: Monday, November 14, 2011 5:30 PM
To: Joyce, Everett
Cc: Garcia, Peggy
Subject: PLNSUB2011-00619 Preliminary Minor Subdivision "Broadbent Business Park"

It appears that each building already has individual utility services and the plat proposes to provide private utility easements for lots that need to cross lot lines to access the meters at the right-of-way. There doesn't appear to be any conflicts with the proposal. Applicant should be aware that any physical changes to the utilities will require permits.

Justin D. Stoker, PE, LEED® AP, CFM
Salt Lake City Public Utilities
1530 S. West Temple, SLC, UT 84115
ph. (801) 483-6786 - justin.stoker@slcgov.com



Please consider the environment before printing this e-mail

Joyce, Everett

From: Weiler, Scott
Sent: Tuesday, November 15, 2011 12:51 PM
To: Joyce, Everett
Cc: Walsh, Barry
Subject: Broadbent Business Park PLNSUB2011-00619

Everett,

Curb & gutter (no sidewalk) exists along the four frontages (3600 West, 1987 South, 3730 West and the 2100 South frontage road) of this site in satisfactory condition. Some drive approaches also exist and are in relatively good condition but if the property owner desires to replace any of them, a Permit to Work in the Public Way must be obtained from SLC Engineering first. SLC Engineering does not require replacement or installation of any public way improvements on this site. A plat must be submitted meeting the requirements of the City Surveyor.

I was unable to enter this into "Engineering Review" in Accela.
Scott

Attachment C
Broadbent Business Park
Planned Development Application



Project Description:

The project consist of subdividing the existing 8 buildings on the site into 8 separate parcels in order to allow the sale of each building to individual owners. The existing zoning and related uses are not being changed with this application. The site is fully improved with adequate parking and landscaping. No changes to the existing buildings or site are being proposed.

The site currently has 2 access' off 3600 West and 3730 West Streets and 3 access' off 1987 South Street. The site fronts U-201's Frontage Road but does not have an access off this street.

The site is located in a developed M-1 Zone with developments consistent with that zone on the North, West and East sides of the project. State Route U-201 (2100 South) is located on the South side of the project.

The current use of the site is not proposed to be changed. The existing office warehouse uses will remain. The site was developed in the 1970's with these uses and has operated with these uses since that time. The new owners will have to follow the City approval and business licensing process in the same manner in which the prior tenets followed.

Building Area and Parking Breakdown

Lot #	Total S.F.	Office S.F.	Warehouse S.F.	Required Parking	Parking Provided
1	11,136	8,416	2,720	23	29
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5	12,500	5,370	7,130	25	42
6	15,889	12,919	2,970	32	33
7	12,344	7,964	4,380	25	41
8	16,252	6,292	9,960	33	49
Totals	112,555	73,175	39,380	228 stalls	325 stalls

The actual number of employees will vary depending on the uses of each individual owner. Historically the site has had an abundance of parking spaces for the uses of the various tenets. The Covenants, Conditions and Restrictions (CC&R's) will allow for cross parking agreements between each lot with provisions for high parking demands such has "call centers: being addressed.

The landscaping will be maintained by the owners association and will be managed and controlled by the Covenants, Conditions and Restrictions (CC&R's) for the project.





Project Development Plan:

The attached Project Development Plan and Preliminary Plat show the location, dimensions and total area of the proposed development. The plan shows the names and related information for the adjacent Public Streets.

The site is an existing site which has been in operation since the 1970's. The use and type of the units will not change with this plan. This plan is to allow the sale of each of the 8 buildings as a separate parcel and does not affect the approved uses that currently apply to this site under the M-1 zone. It is our understanding that since the traffic impacts remain the same as the historical use of the site that a traffic impact analysis is not required.

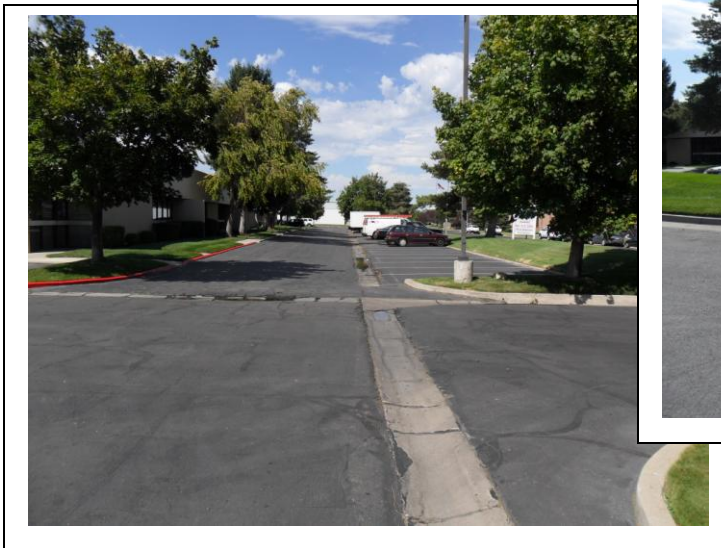
The attached site plan shows the location of the existing parking and driveways, landscape areas together with location and size of the existing trees. The plan also shows the location of the existing utilities and the location and direction of flow for the drainage systems. The site currently does not have any onsite detention or retention of storm water. The Covenants Conditions and Restrictions (CC&R's) and final plat for the project will provide the required utility and drainage easements along with a cross use easements and agreements for all parking, driveways and landscape areas. The landscaping will be managed and maintained by the owners association as outlined in the CC&R's.

The current buildings were built in the 1970's and no architectural plans are available at this time. The following series of photographs show the style of the buildings and the landscaping of the existing site:













Purpose Statement:

The City Code in part states: "a planned development implements the purpose statement of the zoning district in which the project is located, utilizing an alternative approach to the design of the property and related physical facilities." The code further states: "Through the flexibility of the planned development regulations, the city seeks to achieve any of the following objectives:

While portions of the other objectives may apply to this application, the applicant believes that this project will specifically address the following objective:

F: Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;

The process of subdividing the units into individual parcels will allow individual owners to configure the interior of the buildings to meet their specific needs, while still maintaining a consistent and attractive exterior. The Covenants Conditions and Restrictions (CC&R's) will control and maintain an architectural consistency between the units, as well as insure proper management and maintenance of the landscaping and parking areas. Research has shown that "pride of ownership" can significantly improve the maintenance and character of these types of units. The possibility of individual ownership of the units will increase the occupancy of this project which always leads to a more viable and attractive project.

This project has significant visual exposure to the West bound lanes of U-201. The reconstruction of this highway has impacted this development since its original construction in the 1970's. The applicant believes that the subdivision of these buildings will serve to attract addition owner/occupants to this site and further enhance the viability of this project.

This project meets the majority of the requirements for lots in the M-1 Zone. Specifically each lot meets the size, frontage and parking requirements for the existing Zone. A Planned Development is being requested to meet the landscape requirements for parking lots as well as other minor issues that may be present.

The attached site plan reflects the existing conditions of the site. The applicant respectfully requests that any minor deviations of this site from the current City Planned Development Standards be accepted and approved with the consideration of the Planned Development process.

