



# Staff Report

PLANNING DIVISION  
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission  
From: Doug Dansie, AICP, 801 535-6182  
Date: November 12, 2014  
Re: PLNSUB2014-00522 Ken Garff Planned Development

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## Planned Development

**PROPERTY ADDRESS: 525 S State Street (primary address)**

**PARCEL ID:**

**MASTER PLAN:**

**ZONING DISTRICT: D-2**

**REQUEST:** The petitioner, Ken Garff, represented by Curtis Miner, is for a planned development located at 525 South State Street – The proposal is to create a unified auto dealership complex with multiple automobile showrooms with cross access easements for the entire site and includes a request for modification to the landscaping and signage requirements of the zoning ordinance. The proposed site is located in the D-2 Downtown District and is located within Council District 4, represented by Luke Garrott. (Staff contact: Doug Dansie at (801) 535-6182 or [doug.dansie@slcgov.com](mailto:doug.dansie@slcgov.com)).

**RECOMMENDATION:** Based on the information in this staff report, Planning Staff recommends that the Planning Commission approve the proposal subject to complying with all applicable regulations. Staff recommends the Planning Commission applies the following conditions to the project:

1. Lot lines: Parcels should be consolidated to minimize lot lines
2. Signage: Garff be allowed one pole or monument sign for every 100 feet of frontage, as long as the overall square footage of the combined sign face does not exceed the ordinance maximum of one square foot sign per lineal foot of frontage and no single sign exceeds 200 square feet (single tenant) or 300 square feet (multiple tenant).
3. Landscaping: Trees are not required within the auto display area and landscaping is allowed to be consolidated in remaining areas. Street trees are required as per city code (and location may be adjusted in consultation with the City Forester).
4. Lighting: On-site lighting should be shielded to not glare into the night sky or to glare onto adjacent properties.
5. Modification: The Planning Director is allowed to administratively modify the planned development within the parameters of the ordinance as long as the overall concept is maintained.
6. The project is designed to address the concerns listed by other departments.

The following is the specific Garff request and recommended response:

1. *Signage standards contained within 21A.46.110 (Sign Regulations for Downtown Districts) remain except that:*
  - a. *One pole sign is allowed per 100 feet of lot frontage with each sign separated by at least 100 feet provided that:*
    - i. *Each pole sign includes only one manufacturer*
    - ii. *Each manufacturer may be displayed one time per property frontage*
  - b. *The existing light animated pole sign located on the north-west corner of the block is recognized as a pre-existing, non-compliant sign and allowed to remain as long as:*
    - i. *No material changes are made to the sign*
    - ii. *Maintenance and improvements shall be allowed as long as the sign form and type remain the same*

**Recommendation:** One sign is allowed for each 100 linear foot of street, however, the total number of square feet may not exceed the ordinance limitation. The existing electronic sign is allowed and is considered part of the total square footage as long as it is operated consistent with the existing ordinance which prohibits motion (which is different than changeable copy).

2. *Landscape standards contained within 21A.48.060 (Park Strip Landscaping), 21A.48.070 (Parking Lot or Vehicle Sales or Lease Lots Landscaping), 21A.48.150 (Automobile Sales Establishments) remain except that:*
  - a. *75% of the required interior vehicle display lot trees may be exchanged for shrubs, hedges, and other plants.*
  - b. *The remaining 25% of the required interior vehicle display lot trees may be planted in a location on the property deemed appropriate by the property owner.*
  - c. *Trees required in the park strip may be donated to the city or eliminated.*
  - d. *Vehicle sales lots shall be setback zero feet (0') from the property line.*

**Recommendation:** Landscaping requirements for the auto display area is not required. Landscaping for other areas, including parking, may be consolidated. Park strip trees are required, but spacing may be modified as per ordinance. There is no landscaped setback requirement from the front property line. (but the public park strip is to be landscaped).

**ATTACHMENTS:**

- A. Vicinity Map
- B. Site Plan
- C. Building Elevations
- D. Additional applicant Information
- E. Existing Conditions
- F. Analysis of Standards
- G. Public Process and Comments
- H. Dept. Comments
- I. Motions

## **PROJECT DESCRIPTION:**

Garff auto dealerships occupy all of the block bounded by 500/600 South and State Street/200 East Street (except for the southeast corner). The site consists of numerous lots that have been slowly accumulated into a large site of single ownership; however the parcels have not been consolidated, leaving numerous lot lines throughout the property. Because of this, as the dealerships have expanded, most of their expansion has been accomplished through the use of the planned development process, which is necessary when developments cross property lines. The petitioner is proposing to have an overall long-term planned development for the site, rather than continue to incrementally apply for planned developments. With an overall planned development being approved, the dealership has expressed interest in consolidating all the parcels into fewer or one parcel.

Because the industry tends to be rapidly changing; Garff has asked that the planned development be flexible enough to accommodate conditions that are imposed them by individual brands.

## **KEY ISSUES:**

The key issues listed below have been identified through the analysis of the project, neighbor and community input and department review comments.

1. Multiple property lines – cross easements
2. Signage
3. Landscaping
4. Lighting
5. Flexibility

### **Issue 1**

#### **Property lines:**

There are multiple property lines on the parcel. The petitioner has resisted combining properties primarily for reasons explained under signage, but is willing to consolidate into fewer or one parcel, if the signage issue can be resolved. Lot consolidation will eliminate many issues with building code, landscaping transportation (cross easements) and will allow better integration of the site. These property lines have been the primary cause for the need to process previous projects through the planned development process.

### **Issue 2**

**Signs** – The sign ordinance is set up to promote other signs (flat signs, wall signs) over pole and monument signs in the D-2 zoning district. The specific language for the size and quantity of pole signs states: 1 square foot per linear foot of street frontage; 200 square feet maximum for a single business, 300 square feet maximum for multiple businesses. For monument signs: 1 square foot per linear foot of street frontage. A minimum lot frontage of one hundred feet (100') shall be required for pole signs or monument signs.

The issue for Garff is that with multiple lots on a 660 foot long street, they could have approximately six 110 square foot pole signs, but if they consolidate lots into a single 660 foot wide lot, they would be limited to a 200 square foot sign for one dealership or a 300 square foot sign for multiple dealers. The position of most automobile brands is that they want their own signs and do not necessarily want to share the sign with other brands.

Garff presently has a large electronic pole sign at 500 South and State Streets. It has three faces and each face is approximately 22' wide and 11' high. That sign is for the overall dealership.

The other pole signs on the site consist of:

1. Fiat pole sign located at 500 South and 200 East

2. Billboard sign located on 600 South
3. Mercedes monument sign located on State Street
4. Jaguar monument sign located on State Street
5. Volvo pole sign located on State Street
6. Mitsubishi monument sign on 500 South

There is an older billboard sign on 600 South that has been converted to an on-premise sign. The billboard style sign is to remain and is now determined by the City to have been converted into an on-premise sign.

Garff intends to replace signs / install new signs on a project-by-project basis.

The Planning Commission is not authorized to provide more signage than allowed by ordinance, however, allowing Garff to consolidate the lots on the site, while still allowing for multiple signs on a block face would solve the problems of unnecessary lot lines while allowing independent auto brand signage. It is suggested that Garff be allowed one pole or monument sign for every 100 feet of frontage, as long as the overall square footage of the sign face does not exceed the ordinance maximum. For example: on a 660 foot block frontage, 6 signs of a total combined square footage of 660 square feet. They would be limited to a 200 square foot sign for one dealership or a 300 square foot sign for multiple dealers.

The 500 South and State Street frontages are approximately 660 feet in length. The 600 South and 200 East frontages are slightly less because there is another property owner on the corner of 600 South 200 East.

### **Issue 3**

**Landscaping** – Garff has asked for modifications to landscaping standards based upon the fact that the parking lot is a vehicle sales area and they do not wish to have trees overhanging the cars or reducing the area of the sales lot.

The specific standards in the ordinance are as follows:

#### 21A.48.070 B Interior Parking Lot And Vehicle Sales Or Lease Lots Landscaping:

1. Area Required: Not less than five percent (5%) of the interior of a parking lot or vehicle sales or lease lots shall be devoted to landscaping. Landscaping areas located along the perimeter of a parking lot or vehicle sales or lease lots beyond the curb or edge of pavement of the lot shall not be included toward satisfying this requirement.
2. Landscaped Areas: The landscaped areas defined in subsection B1 of this section shall be improved in conformance with the following:
  - a. Dispersion: Interior parking lot or vehicle sales or lease lots landscaping areas shall be dispersed throughout the parking lot or vehicle sales or lease lots.
  - b. Minimum Size: Interior parking lot or vehicle sales or lease lots landscaping areas shall be a minimum of one hundred twenty (120) square feet in area and shall be a minimum of five feet (5') in width, as measured from back of curb to back of curb.
  - c. Landscape Material: The plants used to improve the landscape areas defined above shall conform to the following:
    - (1) Type: The primary plant materials used in parking lots or vehicle sales or lease lots shall be shade tree species in conformance with applicable provisions of subsections [21A.48.050A](#) and B of this chapter. Ornamental trees, shrubbery, hedges, and other plants

may be used to supplement the shade tree plantings, but shall not be the sole contribution to such landscaping;

- (2) Quantity: One shade tree shall be provided for every one hundred twenty (120) square feet of landscaping area;
- (3) Ground Cover: A minimum of fifty percent (50%) of every interior parking lot or vehicle sales or lease lots landscaping area shall be planted with an approved ground cover in the appropriate density to achieve complete cover within two (2) years, as determined by the zoning administrator.

3. Exceptions: In the CG, M-1, M-2 and EI districts, hard surfaced areas used as operational yard areas for trucks, trailers and other incidental vehicles, other than passenger automobiles and light trucks, and which are not parking lots for employees, clients, and customers, are exempt from the parking lot interior landscaping standards.

Garff does not desire to have trees overhanging their autos on display for both visual and maintenance reasons and has asked that they be able to reduce and/or consolidate the landscaping to the perimeter of the lot or in landscape “islands”. The ordinance specifically prohibits counting perimeter landscaping towards this requirement, however there is technically no perimeter landscaping is required (see below).

The ordinance was written to encourage tree canopy of all parking lots to create shade and reduce heat islands, however, the City has allowed landscaping to be consolidated into islands and corners of the parking lot.

It would be a reasonable compromise to require landscaping on only those areas that are “parking” and reduce trees in the areas for display.

G. Landscape Improvements Table:

TABLE [21A.48.070G](#)  
REQUIRED PERIMETER PARKING LOT  
LANDSCAPE IMPROVEMENTS

General Intent: The landscape requirements identified in this table provide for the enhancement of parking lots by recognizing two (2) distinct conditions. The first is where parking lots are located within front and corner side yards, and a uniform scheme of landscaping is required to protect the aesthetics along public streets. The second condition is where parking lots are located within rear and interior side yards, and minimum requirements for beautification of both residential and nonresidential uses are the city's goal. The intent is to require a higher level of landscaping for residential uses (principally multi-family uses) than for nonresidential uses. The improvements established in this table are required only for parking lots with fifteen (15) or more spaces and where the lot is located within a required yard or within twenty feet (20') of a lot line. The reduction of impacts between dissimilar uses is addressed by section [21A.48.080](#) of this chapter. Where both parking lot landscaping and landscape buffers are required, the more restrictive shall apply.

Required Landscaping	Front And Corner Side Yards
Shade trees	1 tree per 50 feet of yard length, measured to the nearest whole number (in addition to required parkway trees)

Shrubs	1 shrub per 3 feet, on center along 100 percent of the yard length. Shrubs with mature height not more than 3 feet unless a lower shrub height is specifically required in this chapter for front yard areas	
Ground cover	Landscape area outside of shrub masses shall be established in turf or other ground cover	
	Rear And Interior Side Yards	
Required Landscaping	Residential Use (Including Institutional Residential Uses)	Nonresidential Use
Shade trees	1 tree per 30 feet of yard length, measured to the nearest whole number	1 tree per 50 feet of yard length, measured to the nearest whole number
Shrubs	1 shrub per 3 feet, on center along 100 percent of the yard length. Shrubs shall have a mature height not less than 3 feet	1 shrub per 3 feet, on center along 50 percent of the yard length. Shrubs shall have a mature height of not less than 3 feet
Ground cover	Landscape area outside of shrub masses shall be established as per section <a href="#">21A.48.090</a> of this chapter	Landscape area outside of shrub masses shall be established as per section <a href="#">21A.48.090</a> of this chapter

There are no “dis-similar uses” on this block. Elimination of lot lines would resolve most issues regarding perimeter landscaping.

**Park strip trees –**

The petitioner has expressed a desire to not provide park strip trees because they block the view of autos, and they have offered to relocate street trees elsewhere in the city. However there is a broader policy of providing street trees in order to shade and cool public streets and provide pedestrian amenities. Simply moving streets to other sites in the city would not accomplish that goal. However, the ordinance allows the City Forester to adjust or group street trees to balance the needs of the public and adjacent private landowner.

City Code states the following:

21A.48.060 D. Park Strip Trees:

1. Spacing And Size: Park strip trees, when required, shall be provided at the equivalent of at least one tree for each thirty feet (30') of street frontage and may be clustered or spaced linearly as deemed appropriate by the urban forester. Tree size shall be a minimum of two inch (2") caliper (measured at a point 6 inches above the soil line) at time of planting.

Since there are street trees on three of the four block faces and 500 South has an extra wide park strip that would easily accommodate trees Staff recommends no modification to present code.

**Issue 4**

**Lighting:**

The petitioner has previously expressed a need for clarity regarding both on and off site lighting on the site.

City policy for street lights in is to coordinate that lighting along the longer boulevard or district – not to have each property provide its own street light. This is an administrative function. The

present administrative policy is to have the street light that was installed on State Street south of 600 South, be the same street light that will eventually be installed on State Street from 600 South to North Temple. The other block faces on this block are designated to use the classic "cactus" light that is presently found around the City/County Building and is the standard district light.

On-site lighting is generally not designated by city code. There are rules in most commercial zoning districts that are generally located near residential zones to require shorter poles and to shield lights away from residential areas, but those rules do not apply in the D-2 zone. There has been a petition to encourage shading of lighting to reduce night sky glare, but that has not been adopted.

It is recommended that as part of the consideration for providing planned development approval that a criterion is that the onsite lighting be generally designed to be oriented to the site only and be shielded as to not glare onto adjacent residential uses on 200 East or into the night sky above; specifically because the waiver of the tree requirement in the auto display area, which would normally deflect some lighting.

#### **Issue 5**

**Flexibility:** The petitioner has specifically requested the maximum flexibility allowable in order to accommodate the imposition of various design standards from individual auto manufacturers. The criteria from the auto companies are generally imposed on the dealership and the dealership is not always knowledgeable years in advance as to what those impositions might be.

According to code, the Planning Director may adjust some aspects of the Planned Development approval but the Planning Commission must review the remainder.

The ordinance states:

#### **21A.55.160: MODIFICATIONS TO DEVELOPMENT PLAN:**

- A. New Application Required For Modifications And Amendments: No substantial modification or amendment shall be made in the construction, development or use without a new application under the provisions of this title. Minor modifications or amendments may be made subject to written approval of the planning director and the date for completion may be extended by the planning commission upon recommendation of the planning director.
  
- B. Minor Modifications: The planning director may authorize minor modifications to the approved development plan pursuant to the provisions for modifications to an approved site plan as set forth in [chapter 21A.58](#) of this title, when such modifications appear necessary in light of technical or engineering considerations. Such minor modifications shall be limited to the following elements:
  - 1. Adjusting the distance as shown on the approved development plan between any one structure or group of structures, and any other structure or group of structures, or any vehicular circulation element or any boundary of the site;
  - 2. Adjusting the location of any open space;
  - 3. Adjusting any final grade;
  - 4. Altering the types of landscaping elements and their arrangement within the required landscaping buffer area;
  - 5. Signs;
  - 6. Relocation or construction of accessory structures; or
  - 7. Additions which comply with the lot and bulk requirements of the underlying zone.

Such minor modifications shall be consistent with the intent and purpose of this title and the development plan as approved pursuant to this chapter, and shall be the minimum necessary to overcome the particular difficulty and shall not be approved if such modifications would result in a violation of any standard or requirement of this title.

- C. Major Modifications: Any modifications to the approved development plan not authorized by subsection B of this section shall be considered to be a major modification. The planning commission shall give notice to all property owners consistent with notification requirements

located in [chapter 21A.10](#) of this title. The planning commission may approve an application for a major modification to the approved development plan, not requiring a modification of written conditions of approval or recorded easements, upon finding that any changes in the plan as approved will be in substantial conformity with the approved development plan. If the commission determines that a major modification is not in substantial conformity with the approved development plan, then the commission shall review the request in accordance with the procedures set forth in this section. (Ord. 23-10 § 21, 2010)

The majority of issues discussed (landscaping, signage) are specifically listed in items that the Planning Director may modify administratively. The petitioner would also like the Planning Director to be able to modify some of the building size and layout issues in order to be able to respond to auto manufacturer mandates. Item number 7 allows the Planning Director to modify additions which comply with the lot and bulk requirements of the underlying zone. The D-2 zoning district allows a building to cover 100% of the site. Therefore the Planning Director is given broad latitude in modifying the lot and bulk requirement as long as they do not conflict with other modification made as part of this approval.

**DISCUSSION:**

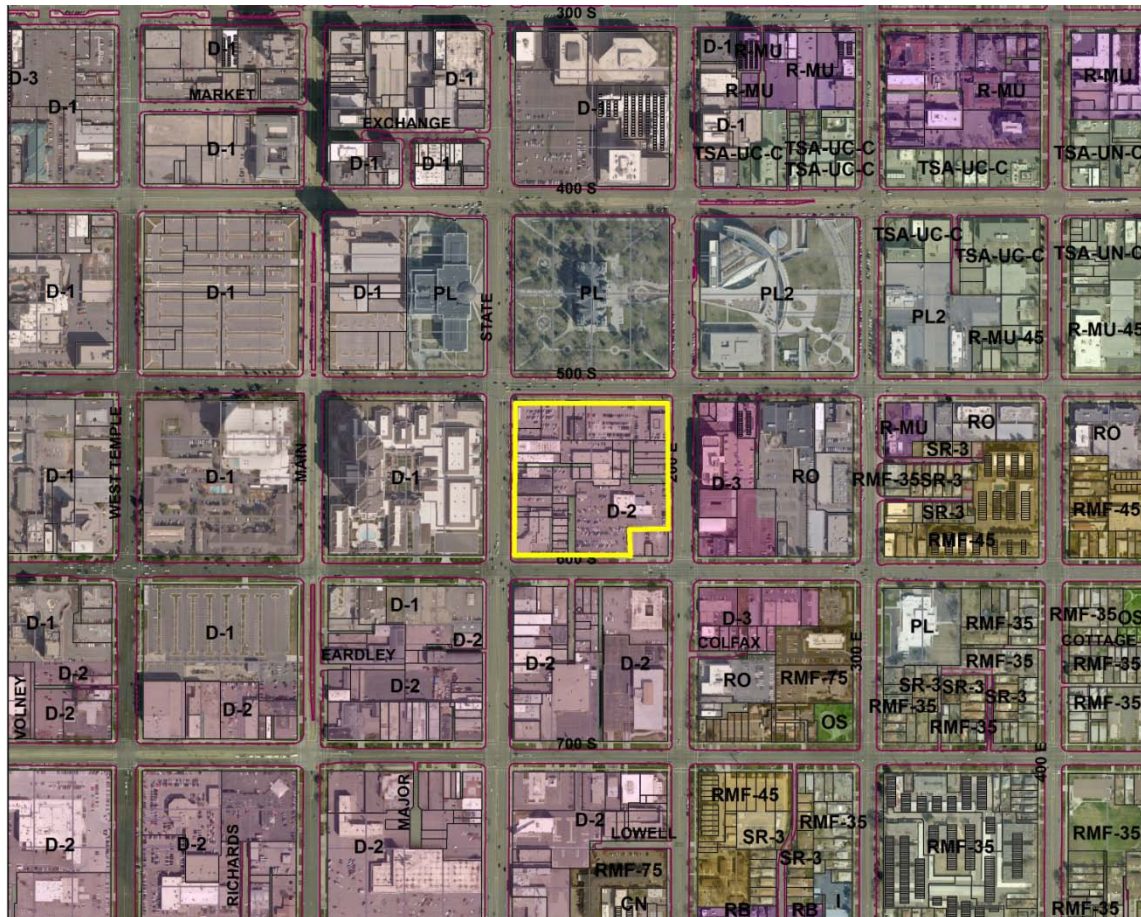
The petitioner is asking for modification of the sign ordinance requirement in order to consolidate properties while retaining signage rights that would be applicable to multiple parcels. The petitioner is willing to reduce property lines, if the signage issue can be resolved. The petitioner also desires waiver of some landscape requirements. They have asked that the approval build in enough flexibility to respond to market demands.

**NEXT STEPS:**

If approved, the applicant will be required to obtain all necessary permits for the project. If denied the applicant would likely continue to apply for individual planned development with each addition to the property because the site works as one unit even though it is multiple properties.



# ATTACHMENT A: VICINITY MAP



The site is located between 500/600 South  
and State Street/200 East (excluding the southwest corner)

## **ATTACHMENT B: SITE PLAN**

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The site plan is included with the ADDITIONAL APPLICANT INFORMATION

## **ATTACHMENT C: BULDING ELEVATION**

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The petition is primarily concerned with layout and building elevations will evolve with auto company requirement, however an initial building elevation for the first phase is included with the ADDITIONAL APPLICANT INFORMATION

## ATTACHMENT D: ADDITIONAL APPLICANT INFORMATION

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4 August 2014

**Application:** Planned Development Proposal for property located between 500 South and 600 South, and between State Street and 200 East. (This zone may also apply to other similar properties at the discretion of the City.)

**Applicant:** Ken Garff Automotive Group  
Matt Garff, Secretary  
405 South Main Street  
Salt Lake City, Utah 84111

Care of:

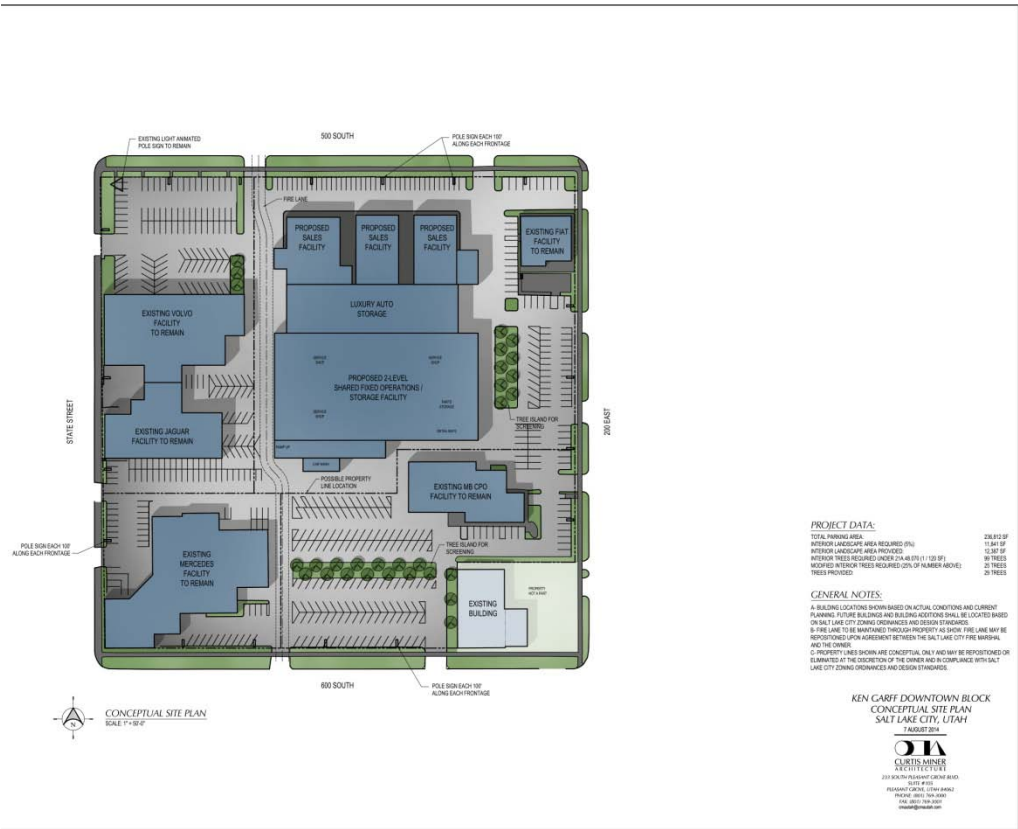
Curtis Miner Architecture  
Curtis Miner, AIA, NCARB  
233 South Pleasant Grove Blvd., Suite 105  
Pleasant Grove, Utah 84062

**Summary:** The Ken Garff Automotive Group desires to work with the City through the Planned Development process to clarify and define certain development standards for the block located between State Street and 200 East, and 500 South and 600 South. Once these design

standards are clarified and defined, the owner intends to combine parcels currently on the property into one parcel or a few parcels in order to make ongoing development and improvements of the subject property easier to manage for the City, to allow the developer to work towards a unified and well-designed property, to simplify the approval process for new development and improvements, and to preserve future development opportunities.

***Planned Development Process Proposal:***

- 1) Signage standards contained within 21A.46.110 (Sign Regulations for Downtown Districts) remain except that:
  - a. One pole sign is allowed per 100 feet of lot frontage with each sign separated by at least 100 feet provided that:
    - i. Each pole sign includes only one manufacturer
    - ii. Each manufacturer may be displayed one time per property frontage
  - b. The existing light animated pole sign located on the north-west corner of the block is recognized as a pre-existing, non-compliant sign and allowed to remain as long as:
    - i. No material changes are made to the sign
    - ii. Maintenance and improvements shall be allowed as long as the sign form and type remain the same
  
- 2) Landscape standards contained within 21A.48.060 (Park Strip Landscaping), 21A.48.070 (Parking Lot or Vehicle Sales or Lease Lots Landscaping), 21A.48.150 (Automobile Sales Establishments) remain except that:
  - a. 75% of the required interior vehicle display lot trees may be exchanged for shrubs, hedges, and other plants.
  - b. The remaining 25% of the required interior vehicle display lot trees may be planted in a location on the property deemed appropriate by the property owner.
  - c. Trees required in the park strip may be donated to the city or eliminated.
  - d. Vehicle sales lots shall be setback zero feet (0') from the property line.



**PROJECT DATA:**

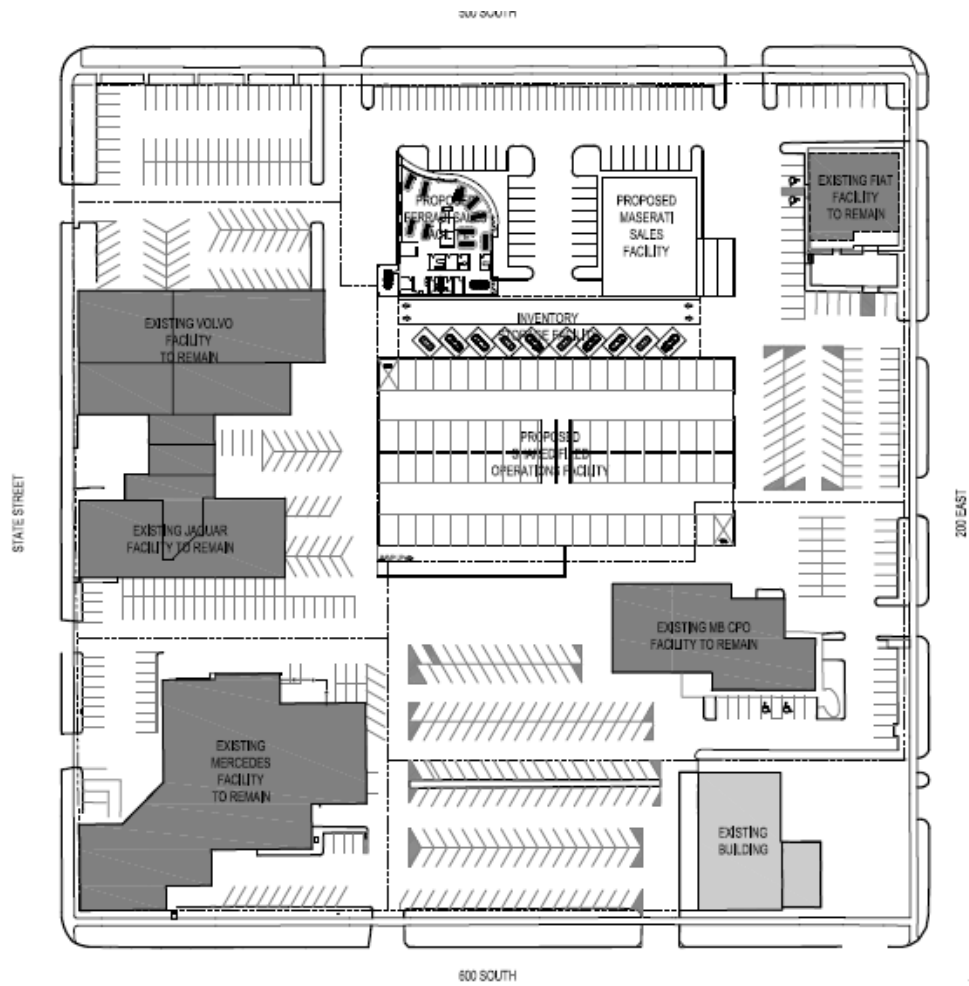
TOTAL PARKING AREA:	236,810 SF
INTERIOR LANDSCAPE AREA REQUIRED (50%):	118,405 SF
INTERIOR LANDSCAPE AREA PROVIDED:	12,345 SF
INTERIOR TREES REQUIRED (MIN. 10' x 10' x 10') (1:100 RATIO):	28 TREES
MODIFIED INTERIOR TREES REQUIRED (50% OF NUMBER ABOVE):	14 TREES
TREES PROVIDED:	28 TREES

**GENERAL NOTES:**

- A. BUILDING LOCATIONS SHOWN BASED ON ACTUAL CONDITIONS AND CURRENT PLANNING. FUTURE BUILDINGS AND BUILDING FOOTPRINTS SHALL BE LOCATED BASED ON SALT LAKE CITY ZONING ORDINANCES AND DESIGN REQUIREMENTS.
- B. FIRE LANE TO BE MAINTAINED THROUGH PROPERTY AS SHOWN. FIRE LANE MAY BE RECONFIGURED UPON AGREEMENT BETWEEN THE SALT LAKE CITY FIRE DEPARTMENT AND THE OWNER.
- C. PROPERTY LINES SHOWN ARE CONCEPTUAL ONLY AND MAY BE RECONFIGURED OR ELIMINATED AT THE DISCRETION OF THE OWNER AND IN COMPLIANCE WITH SALT LAKE CITY ZONING ORDINANCES AND DESIGN REQUIREMENTS.

**KEN GARFF DOWNTOWN BLOCK  
CONCEPTUAL SITE PLAN  
SALT LAKE CITY, UTAH  
TAG:001204**

**OMA**  
CURTIS MINNER  
ARCHITECTURE  
200 SOUTH 100 WEST, SUITE 1000  
SALT LAKE CITY, UTAH 84111  
PHONE: (801) 339-1000  
FAX: (801) 339-1001  
www.omaarch.com



COMPOSITE  
MASTER SITE PLAN  
SHEET 1 OF 2

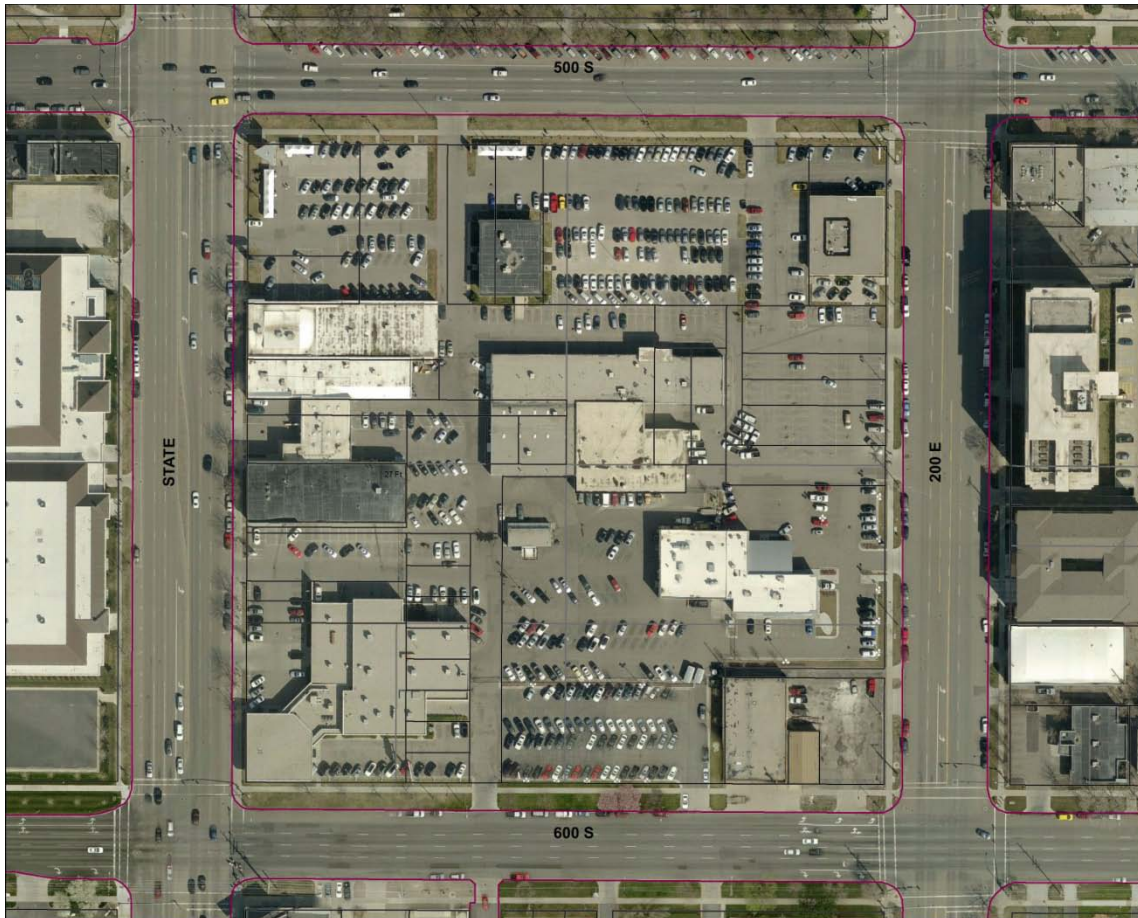






## **ATTACHMENT E: EXISTING CONDITIONS**

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This aerial photo, with underlying parcels shown, illustrates how the auto dealership consists of multiple buildings across multiple property lines.

The south east parcel is not included in the proposal.

The entire block is zoned D-2,  
which allows for buildings to cover 100% of the site.

# ATTACHMENT F: ANALYSIS OF STANDARDS

**21a.55.050: Standards for Planned Developments:** The planning commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards::

Standard	Finding	Rationale
<p><b>A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (section <a href="#">21A.55.010</a> of this chapter) and will achieve at least one of the objectives stated in said section:</b></p> <p><b>A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;</b></p> <p><b>B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;</b></p> <p><b>C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;</b></p> <p><b>D. Use of design, landscape, or architectural features to create a pleasing environment;</b></p> <p><b>E. Inclusion of special development amenities that are in the interest of the general public;</b></p> <p><b>F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;</b></p> <p><b>G. Inclusion of affordable housing with market rate housing; or</b></p> <p><b>H. Utilization of "green" building techniques in development.</b></p>	<p><b>Complies</b></p>	<p>The applicants intend to achieve objective A, and D. To accomplish this, the applicants are proposing to better integrate the multiple buildings on the site, with cross easements for access, so that the multiple dealerships maintain a coordinated, yet distinct aesthetic.</p> <p>The petitioner is asking that the site be landscaped and designed as an auto campus, with landscaping and lighting sensitive to the unique needs of the industry.</p>
<p><b>B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:</b></p> <p><b>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</b></p> <p><b>2. Allowed by the zone where the planned development will be located or by another applicable</b></p>	<p><b>Complies</b></p>	<p>The use is a permitted use in the D-2 Downtown support zoning district.</p>

<p>provision of this title.</p>		
<p><b>C. Compatibility:</b> 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:</p> <ol style="list-style-type: none"> <li><b>1. Whether the street or other adjacent street/access; means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any</b></li>   <li><b>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:</b> <ol style="list-style-type: none"> <li><b>a. 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;</b></li> <li><b>b. 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;</b></li> <li><b>c. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.</b></li> </ol> </li>   <li><b>3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic;</b></li>   <li><b>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;</b></li>   <li><b>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</b></li> </ol>	<p><b>Complies</b></p>	<p>By coordinating all the dealerships into one large complex, automobile access and delivery will be simplified. Because of cross access, the number of driveways needed is decreased</p> <p>By allowing for internal circulation on the site, the planned development actually decreases the demand for driveways, which increases the quality of the pedestrian experience on the public sidewalk.</p> <p>Both 500 and 600 South are one way streets. The internal circulation allows much of the traffic generated by the site to be accommodated internally, mitigating some adverse effects that may be compounded by one way street.</p> <p>Public Utilities has indicated utilities are adequate, yet they have specifically asked that old water and sewer lines that accompany the multiple lots on the site be systematically removed and consolidated.</p> <p>The development occupies the majority of the block, therefore any buffering would only be oriented to land uses on adjacent blocks. The issue of street trees, or on-site landscaping, is critical to the sites integration into the larger community.</p>

<p>planned development; and</p> <p><b>6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.</b></p> <p><b>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.</b></p>		<p>The consolidation of parcels and coordination of dealerships creates an overall campus effect which is appropriate for the area adjacent to Downtown.</p>
<p><b>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;</b></p>	<p><b>Complies</b></p>	<p>The only mature landscaping on the site consists of street trees, primarily on State Street, which will remain.</p>
<p><b>E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;</b></p>	<p><b>Complies</b></p>	<p>There are no historical architectural or environmental features on the site</p>
<p><b>F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.</b></p>	<p><b>Complies</b></p>	<p>Development must meet all other building codes</p>

## **ATTACHMENT G: PUBLIC PROCESS AND COMMENTS**

An open house was held on October 16, 2014:  
One person left a comment in support for the project

# **ATTACHMENT H: DEPARTMENT REVIEW COMMENTS**

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## **Building Services**

Ken Brown

Years after a planned development has been approved, it is always difficult to determine the sign requirements for the development when new sign applications are submitted (the Sugarhouse Center at approximately 2200 South between Highland Dr. and 1300 East and City Creek are 2 examples where planners have difficulty finding the signage requirements). Rather than dealing with the signage in this manner, wouldn't it be better to modify 21A.46.130 to allow a Localized Alternative Sign Overlay District for this approximately 9 acre multi-building campus?

Alan Hardman

D-2 zone. Provide Certificates of Address for the newly created lots. Park strip trees every 30 linear feet are required per 21A.48.060. Eliminating existing trees within the park strip or not providing required trees requires approval for good reason and a permit from Urban Forestry. The Planning Division and Urban Forestry may require providing the trees at another public location on the block or on the private property behind the sidewalk. Interior parking lot landscaping requires not less than 5% of the interior parking lot to be devoted to landscaping with one "tree" every 120 square feet required per 21A.48.070B. Perimeter parking lot landscaping with 7 foot wide landscaped buffers are required along both sides of the new property lines of each newly created lot, with its required landscaping per Table 21A.48.070G. Any modification of the landscaping requirements would have to be approved as part of the Planned Development approval. As part of the subdivision process and Planned Development approval, cross access easement agreements between each lot would be required for pedestrian, vehicle and drainage to cross property lines. These must be provided on a Subdivision Plat or be a separate document recorded with the Salt Lake County Recorder's Office. Provide parking calculations for each new lot per 21A.44. Any new signage would need to comply with the requirements of 21A.46 or be modified and approved by the Planned Development approval

## **Transportation**

Barry Walsh

Per past review comment: Transportation issues are as follows - access easements and parking. As part of the lot consolidation process and PUD we would need to have a document of cross access agreement/easements between each lot as needed to describe access functions between parcels. Along with the lot consolidation parking calculations for each lot is required to document parking status and compliance status (parking provided, parking required (ADA & bike stalls etc.)) for each lot per section 21A.44.

## **Fire**

Edward Itchon

None

## **Engineering**

Scott Weiler

Existing gutter and sidewalk on the 500 South frontage of this site is broken or otherwise deteriorated. Existing gutter and one of the drive approaches on the 600 South frontage have significant deterioration. The existing drive approaches on the State Street frontage cause the sidewalk cross slope at the drive approaches to exceed 2%. It is recommended that the applicant replace the badly defective and steep concrete with new concrete improvements, meeting current city standards, as part of this approval. Elimination of existing trees within the park strip requires a permit from Urban Forestry. The Urban Forester may require transplantation of the trees to another public location or financial compensation.

## **Public Utilities**

Justin Stoker

We are excited about the possibility of cleaning up the block from a utility standpoint to better facilitate the planned development. There are remnants of several old sewer mains and laterals that are left from the old residential lots that used to exist on the block. We would like to work with the applicant to properly abandon mains and laterals that are no longer of use to either party. This should also allow us to remove old easements or other encumbrances to better facilitate future use of the parcels on the block.

The routing documents didn't go into a lot of detail regarding future utility work and anticipate working with the applicant to develop a plan that will allow them the greatest flexibility and bring the utility infrastructure there to follow current policies and guidelines.

## **ATTACHMENT I: MOTIONS**

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**Not Consistent with Staff Recommendation:** Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission deny the planned development.

(The Planning Commission should list the specifics of the planned development denial)