



Staff Report

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission
From: J.P. Goates, 801-535-7236, jp.goates@slcgov.com
Date: April 7, 2016
Re: PLNSUB2016-00060 – Redwood Landing Industrial Park

Planned Development

PROPERTY ADDRESS: 954 S Redwood Road
PARCEL ID: 15-10-177-001, 15-10-177-006, 15-10-177-002, 15-10-177-007, 15-10-177-008
MASTER PLAN: Westside
ZONING DISTRICT: CC Corridor Commercial and M-1 Light Manufacturing

REQUEST: Shawn Eaton, representing the property owner Chris Howells, is requesting approval for an industrial park type development at approximately 954 S Redwood Rd. The request is to modify zoning requirements related to more than one principal building and use on one lot and interior parking lot landscape requirements. Consideration of this type of project must be reviewed as a Planned Development. Currently the land is vacant and the property is zoned CC Corridor Commercial on the South East portion of the lot, and M-1 Light Industrial at the remaining back portion.

RECOMMENDATION (Planned Development): 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 the Planning Commission approve the Planned Development request with conditions.

Staff recommends the following motion:

Based on the information in the staff report, public testimony, and discussion by the Planning Commission, I move that the Planning Commission approve petitions PLNPCM2016-00060, regarding the Redwood Landing Planned Development request. In order to comply with the applicable standards, the following conditions of approval apply:

1. The applicant shall comply with all other Department/Division conditions provided to the applicant.
2. The applicant shall record Plat 1 prior to or in conjunction with Plat 2 in order to guarantee access to lots 3 and 4 in Phase 2 from a public roadway.
3. All other applicable zoning standards not modified by the Planned Development approval shall apply to the development.
4. The landscape plan will adhere to water efficient landscaping and be provided prior to final building permit approval.
5. The street lighting plan shall be established according to the Salt Lake City Street Lighting Plan standards for commercial streets.

6. Final approval authority for the development shall be delegated to Planning staff based on the applicant's compliance with the standards and conditions of approval as noted within this staff report.
7. The applicant shall submit a final plat to the Planning Division within 18 months from the date of this preliminary subdivision approval.

ATTACHMENTS:

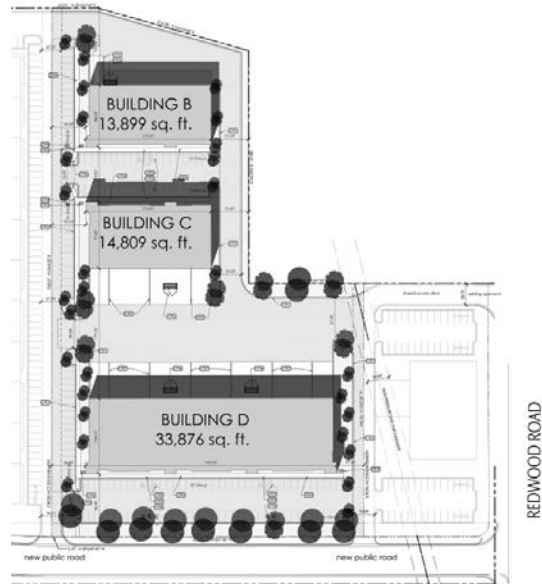
- A. [Vicinity Map](#)
- B. [Final Plat](#)
- C. [Site Plan](#)
- D. [Elevations](#)
- E. [Additional Applicant Information](#)
- F. [Property Photographs](#)
- G. [Existing Conditions](#)
- H. [Analysis of Standards – Planned Development](#)
- I. [Public Process and Comments](#)
- J. [Department Review Comments](#)
- K. [Potential Motions](#)

PROJECT DESCRIPTION:

The applicant is proposing to consolidate five vacant parcels into two lots and has been previously approved for a Preliminary Subdivision. The development on the site is affected by a 30' gas line easement between Lot 1 and 2 and split zoning in that location. The Redwood Depot project is a multi-phase industrial park project and Lot 2 of Subdivision Plat 1 is the subject property of this petition. The lot will be 5.65 acres and front a new public street proposed at 970 South Redwood Road (Redwood Depot Lane).

The proposed project is for three shell buildings that will house multiple tenants for office and warehouse type uses. The development would be built in phases, with Lot 1 to be developed as a CC Corridor Commercial use, and Lot 2, being split zoned, will house CC and M-1 uses. The development is proposed to share drive access with abutting lots to the East and West and is planned to function as one contiguous development. The public street proposed at 970 South to the South of the property will provide one access from Redwood Road and allow for future development potential of the expanse of property to the West in future phases.

The applicant is requesting one modification to the zoning standards for this development for more than one primary structure on one lot and the requirement for public street frontage for lots and land uses. The proposed lot will have access to the new public street, however, the two warehouse buildings to the rear of the lot will not have frontage on the proposed public street. The two buildings would be allowed if the project was developed for one tenant and one use.



However, the proposed project will be leased to multiple tenants and by definition will introduce the potential for more than one use regardless of similarities of use.

The second modification requested is to the landscaping requirement. The zoning ordinance requires perimeter parking lots to have at least a 7 foot wide landscape buffer. This modification applies to the West edge of the property where drive access and parking is proposed. This property line bisects the first and second phase of future development and will be also be used for drive access and parking for the second phase of the development.

KEY ISSUES:

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

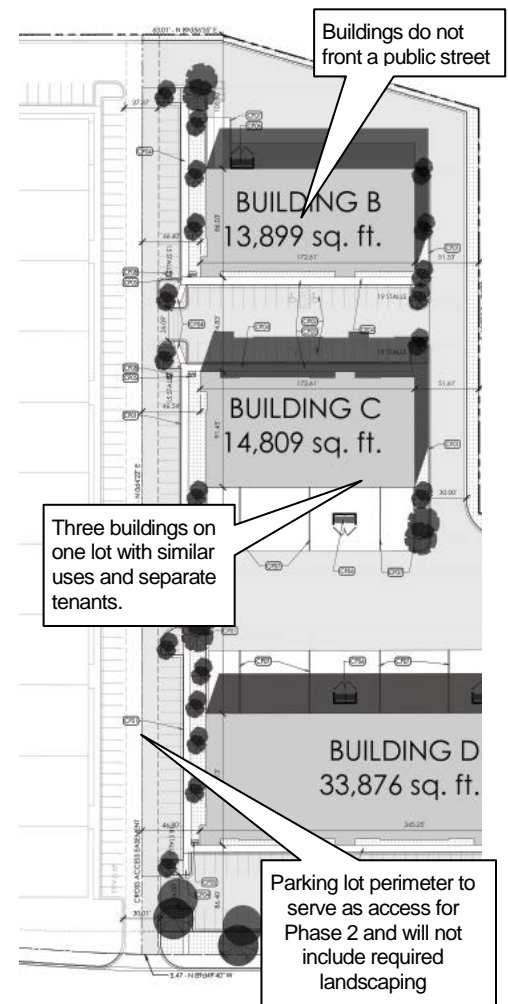
1. Planned Development Objectives and Modifications
2. Perimeter Parking Lot Landscaping Modifications
3. Public Street Frontage and Multiple Buildings On One Lot

Issue 1 – Planned Development Objectives and Modifications

Planned Developments are requested in order to modify certain zoning standards that normally apply to developments. The purpose of the Planned Development process is to achieve a “more enhanced product than would be achievable through strict application of the land use regulations.” In addition, through the Planned Development process the City seeks to achieve a number of other objectives, such as preservation of significant buildings, green development, and coordination of buildings in a development. The full list of objectives is located in Attachment H. The development has been found to meet two applicable objectives. These include objective A regarding the “Combination and coordination of architectural styles, building forms, building materials, and building relationships” and objective D regarding the “Use of design, landscape, or architectural features to create a pleasing environment.” The issue discussions below evaluate the proposed modifications as they relate to meeting the Planned Development objectives.

Issue 2 - Perimeter Parking Lot Landscaping Modifications

In this proposal, the developer is proposing to modify zoning standards in order to create a more flexible industrial office park product and build the development in phases. The developer is proposing that parking and drive aisles be shared between the two phases of the development on the West property line. This would be made possible through the elimination of the perimeter parking lot landscaping (21A.48.070) that would normally split the development into two separate parking lots. Alternatively, the developer has provided landscaping area at the building facades which is not required and contributes to the Planned Development objective related to the use of landscaping to create a pleasing environment.



Issue 3 - Public Street Frontage and Multiple Buildings on One Lot

The zoning code includes provisions that generally prohibit two buildings from being located on the same lot in CC and M-1 zones unless the buildings are used for the same use or both have frontage on a public street. The intent of these standards is to encourage orderly development and prevent buildings from being developed that are hidden from public view, which may have higher potential to be a public nuisance. The three buildings are being designed for similar uses and in the case of one tenant occupying the buildings under one use, this modification would not be necessary. The proposed project however, is proposed to be leased to multiple tenants, and by that definition would introduce more than one use. The property will front on a dedicated public street to be known as Redwood Depot Lane, yet only one of the three buildings will front the street. As such, the development is proposing that the three structures share drive access with the abutting lots to the East and West as part of a two phase development.

DISCUSSION:

As discussed above and in Attachment H, the proposal generally meets the standards for a Planned Development. The requested modifications would generally result in a more enhanced product than would otherwise result with strict application of the zoning ordinance standards. The proposed development would function as one cohesive campus containing multiple properties and buildings, and provide flexible access in a campus-type setting with opportunity for multiple tenants. The public street being provided will be an amenity for the city by establishing access to the deep lots of Redwood Road that otherwise would be inaccessible to development, while controlling access to Redwood at one point rather than multiple locations. The proposed building facades are atypical of a warehouse type development with ground floor glass and facades of a unique architectural style which are proposed to be used throughout the development. The landscaping surrounding the buildings is not required, and would also provide a pleasing environment for tenants and patrons which is often not found in these districts.



NEXT STEPS:

Planned Development and Preliminary Subdivision Approval

If the Planned Development is approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by City departments and the

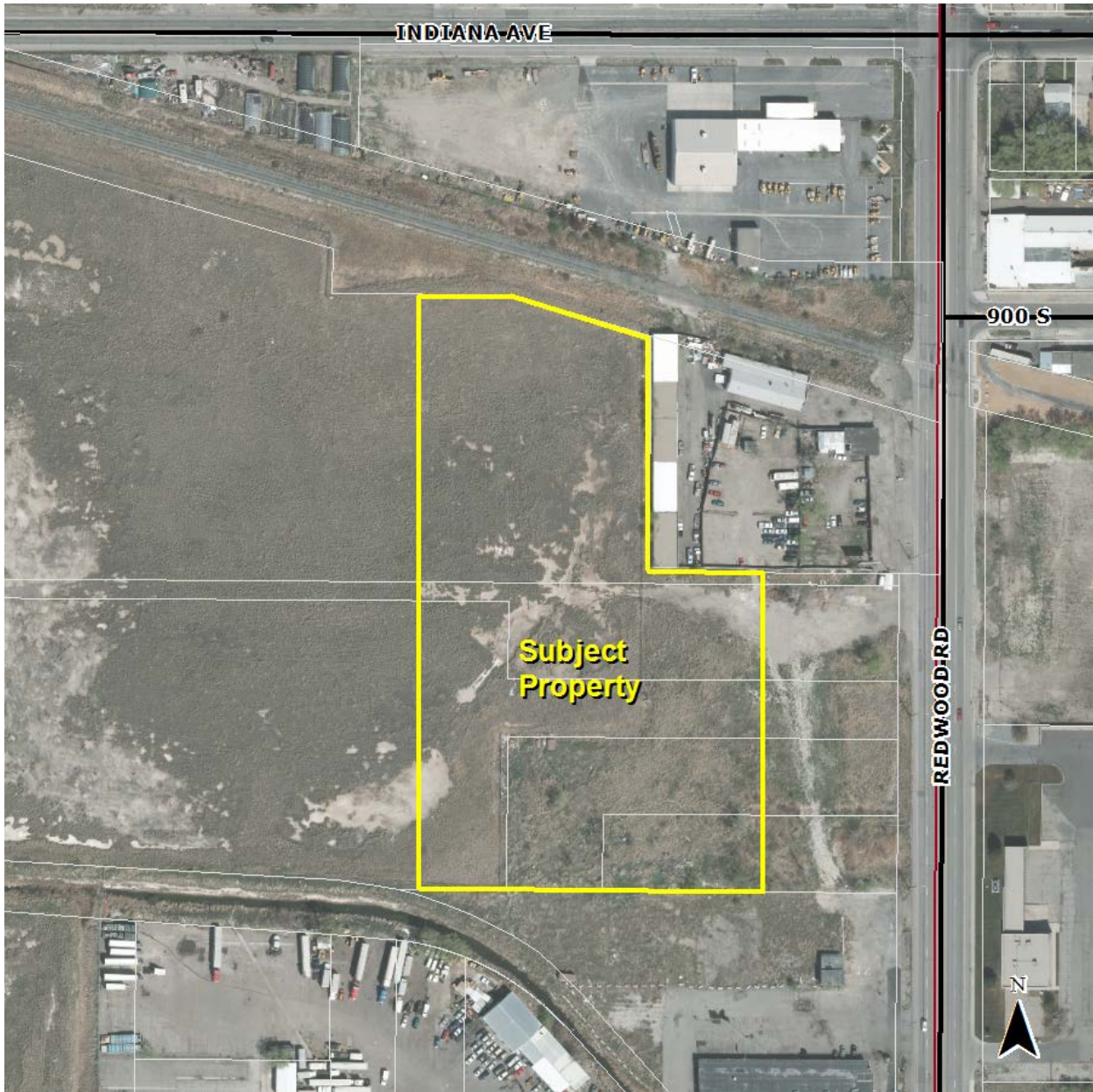
Planning Commission. The applicant will then be able to submit for building permits for the development. The applicant will also need to submit a final subdivision plat to finalize the proposed property boundaries. Final certificates of occupancy for the buildings will not be issued until the conditions are met and the final subdivision plat is recorded to establish property lines.

Planned Development and Preliminary Subdivision Denial

If the Planned Development is denied, the applicant could potentially develop the lot with one building and a different property configuration, the applicant would also need to provide the full perimeter parking lot landscaping at the west edge of the lot. The shared drive access straddling the lot line would need to be replaced with the required 7 foot buffer.

ATTACHMENT A: VICINITY MAPS





ATTACHMENT B: FINAL PLAT

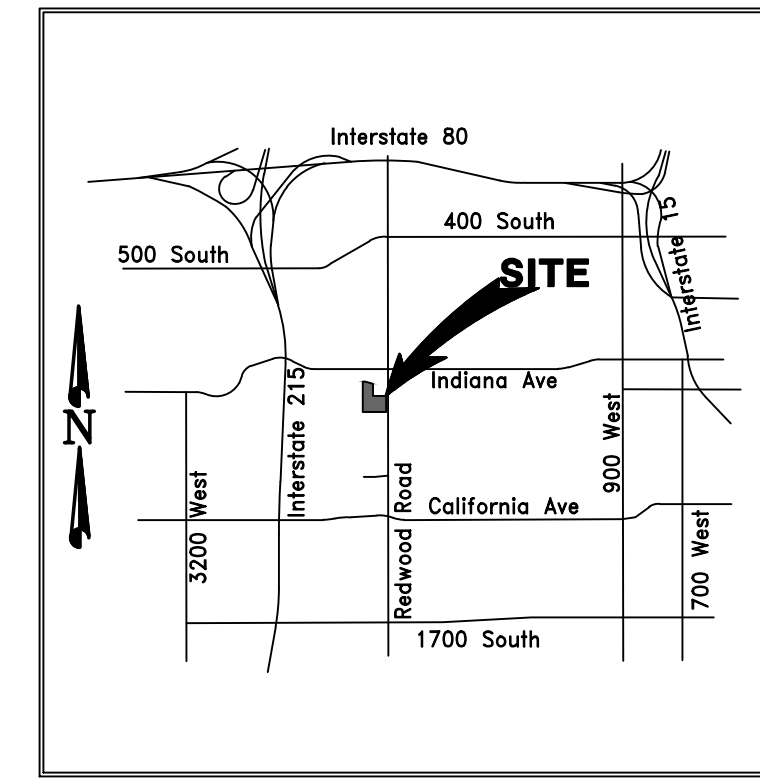
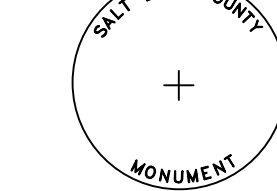
REDWOOD DEPOT PLAT 1

Located in the Northwest Quarter of Section 10, Township 1 South, Range 1 West, Salt Lake Base and Meridian, Salt Lake City, Salt Lake County, Utah

North 1/4 Corner Section 10, T. 1 S., R. 1 W., S.L.B.&M. Found Salt Lake County Brass Monument No. 151W0302

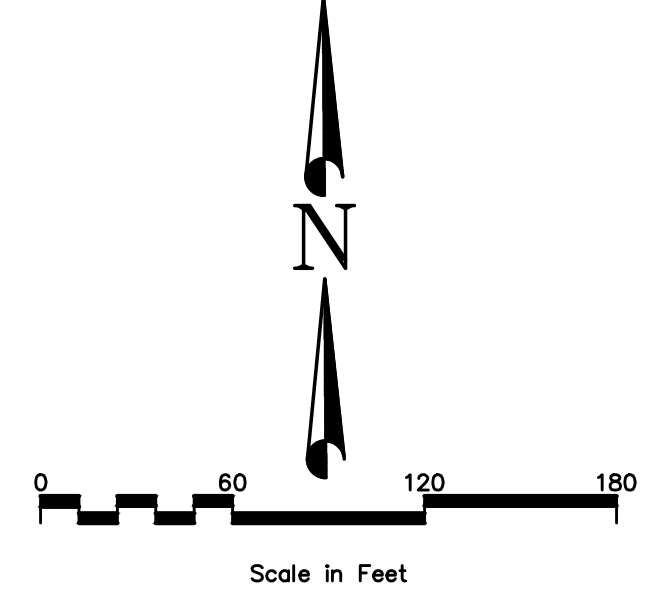
Indiana Avenue & Redwood Road Found Salt Lake City Brass Monument

900 South & Redwood Road Found Salt Lake City Brass Monument



VICINITY MAP Not to Scale

Table with 5 columns: CURVE, RADIUS, LENGTH, DELTA, BEARING, CHORD, TANGENT. It lists 12 curves (C1-C12) with their respective geometric data.



TAX I.D. No.'s 15-10-177-001, 15-10-177-002, 15-10-177-006, 15-10-177-007 & 15-10-177-008

- LEGEND: Symbols for Street Monument Found, Section Corner Monument, Subdivision Boundary Line, Right-of-Way Line, Section Line, Monument Line, Easement Line, and Set Rebar/Stamp.

- NOTICE TO PURCHASERS AND OTHERS: 8 numbered points regarding easements, drainage, sewer, and non-compliance.

ACCURACY STATEMENT: The survey measurements completed for the preparation of this plat were made in accordance with the Accuracy Standards as adopted by ALTA and NSPS and in effect on the date of this certification.

NOTE: The Temporary Turn Around Easement in favor of Salt Lake City Corporation will be abandoned upon the recordation and dedication of the westerly extension of Redwood Depot Lane.

SURVEYOR'S CERTIFICATE: I, Mark N Gregory, do hereby certify that I am a Professional Land Surveyor in the State of Utah holding certificate number 334576 as prescribed by Title 58, Chapter 22 of the Professional Engineers and Land Surveyors Licensing Act...

BOUNDARY DESCRIPTION: A parcel of land located in the Northwest Quarter of Section 10, Township 1 South, Range 1 West, Salt Lake Base and Meridian, Salt Lake County, Utah, described as follows:

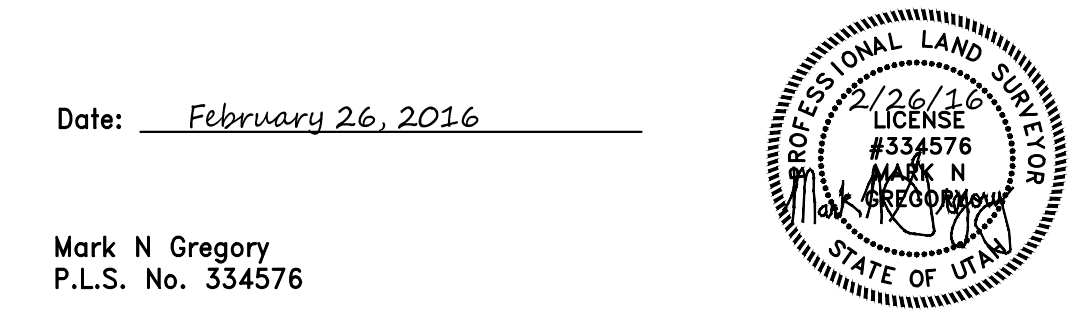
BEGINNING at a point on the west line of Redwood Road and the south line of property described as Parcel No. 8 in that certain Warranty Deed recorded May 1, 2014 as Entry No. 11842852 in Book 10227 at Page 8211 of the Salt Lake County records, said point being North 89°55'37" East 13.87 feet along the south line of Section 10, Township 1 South, Range 1 West, Salt Lake Base and Meridian to the monument line of Redwood Road, along said line North 00°02'30" West 2,826.94 feet and South 89°57'30" West 60.00 feet from the South Quarter Corner of said Section 10, and thence continuing along said south line and the westerly extension thereof South 89°57'30" West 664.19 feet to the north line of the City Drain and a point on the arc of a 415.18 foot radius non-tangent curve to the left, the center of which bears South 10°32'16" West; thence along said line Westerly 27.82 feet along said curve through a central angle of 03°50'21" and a long chord of North 81°22'55" West 27.81 feet; thence North 66.68 feet; thence South 86°12'35" East 48.30 feet to a point of tangency of a 734.00 foot radius curve to the left; thence Easterly 43.61 feet along said curve through a central angle of 03°24'16" and a long chord of South 87°54'43" East 43.61 feet; thence North 00°04'22" East 728.07 feet to the south line of the Union Pacific Railroad; thence along said line the following two courses: 1) North 89°56'55" East 63.01 feet and 2) South 74°10'43" East 215.38 feet; thence South 00°02'30" East 320.27 feet; thence North 89°57'30" East 328.23 feet said west line of Redwood Road; thence South 00°02'30" East 414.96 feet to the POINT OF BEGINNING. Said parcel contains 351,466 square feet or 8.06 acres, more or less.

TOGETHER WITH THE FOLLOWING DESCRIBED EASEMENTS: A temporary turn around easement in favor of Salt Lake City Corporation located in the Northwest Quarter of Section 10, Township 1 South, Range 1 West, Salt Lake Base and Meridian, Salt Lake County, Utah, described as follows:

BEGINNING at a point North 89°55'37" East 13.87 feet along the south line of Section 10, Township 1 South, Range 1 West, Salt Lake Base and Meridian to the monument line of Redwood Road, along said line North 00°02'30" West 2,826.94 feet, South 89°57'30" West 574.19 feet to the north line of the City Drain and a point on the arc of a 415.18 foot radius non-tangent curve to the left, the center of which bears South 10°32'16" West; and along said line Westerly 27.82 feet along said curve through a central angle of 03°50'21" and a long chord of North 81°22'55" West 27.81 feet from the South Quarter Corner of said Section 10, and thence continuing along said line and curve Westerly 21.07 feet along said curve through a central angle of 02°54'30" and a long chord of North 84°45'20" West 21.07 feet; thence North 86°12'35" West 69.50 feet to a point of tangency of a 65.00 foot radius curve to the right; thence Northeasterly 287.26 feet along said curve through a central angle of 25°12'31" and a long chord of North 40°23'40" East 104.36 feet to a point of reverse curvature of a 25.00 foot radius curve to the left; thence Southeasterly 31.94 feet along said curve through a central angle of 73°12'31" and a long chord of South 49°36'20" East 29.81 feet; thence South 66.68 feet to the POINT OF BEGINNING. Said easement encompasses 15,805 square feet or 0.36 acres, more or less.

A temporary access easement in favor of Hillcrest Investment Company, L.L.C. located in the Northwest Quarter of Section 10, Township 1 South, Range 1 West, Salt Lake Base and Meridian, Salt Lake County, Utah, described as follows:

BEGINNING at a point North 89°55'37" East 13.87 feet along the south line of Section 10, Township 1 South, Range 1 West, Salt Lake Base and Meridian to the monument line of Redwood Road, along said line North 00°02'30" West 2,826.94 feet, South 89°57'30" West 724.19 feet to a point on the arc of a 415.18 foot radius non-tangent curve to the left, the center of which bears South 10°32'16" West, Westerly 48.89 feet along said curve through a central angle of 06°44'51" and a long chord of North 82°50'10" West 48.87 feet, North 86°12'35" West 69.50 feet to a point of tangency of a 65.00 foot radius curve to the right and Northerly 184.80 feet along said curve through a central angle of 162°53'33" and a long chord of North 04°45'49" West 128.55 feet from the South Quarter Corner of said Section 10, and thence North 261.11 feet; thence North 89°57'30" East 30.00 feet; thence South 261.14 feet to a point on the arc of a 65.00 foot radius non-tangent curve to the left, the center of which bears South 13°22'02" West; thence Westerly 30.27 feet along said curve through a central angle of 26°41'05" and a long chord of North 89°58'30" West 30.00 feet to the POINT OF BEGINNING. Said easement encompasses 7,798 square feet or 0.17 acres, more or less.



Date: February 26, 2016

Mark N Gregory P.L.S. No. 334576

OWNER'S DEDICATION AND CONSENT TO RECORD: The undersigned owner of the above-described tract of land, having caused the same to be subdivided into lots and streets to be hereafter known as:

REDWOOD DEPOT PLAT 1

does hereby consent to the recordation of this plat and dedicates all public streets shown on this plat to Salt Lake City Corporation and the public utility easements shown on this plat to the utility provider(s). The undersigned does hereby warrant, defend, and save the City harmless against any easements or other encumbrances on the dedicated streets which will interfere with the City's use, operation, and maintenance of the streets.

In witness whereof, I have hereunto set my/our hand this _____ day of _____ 20____.

Flex Investments, LLC (Owner)

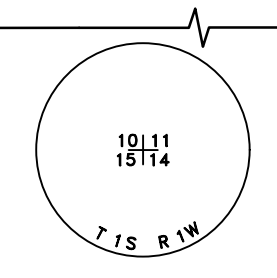
Print Name

Title

REDWOOD DEPOT PLAT 1

Located in the Northwest Quarter of Section 10, Township 1 South, Range 1 West, Salt Lake Base and Meridian, Salt Lake City, Salt Lake County, Utah

South 1/4 Corner Section 10, T. 1 S., R. 1 W., S.L.B.&M. Found Salt Lake County Brass Monument No. 151W1002



Hillcrest Investment Company, L.L.C. Book 10227 Page 8211

Flex Investments, LLC Book 10285 Page 983

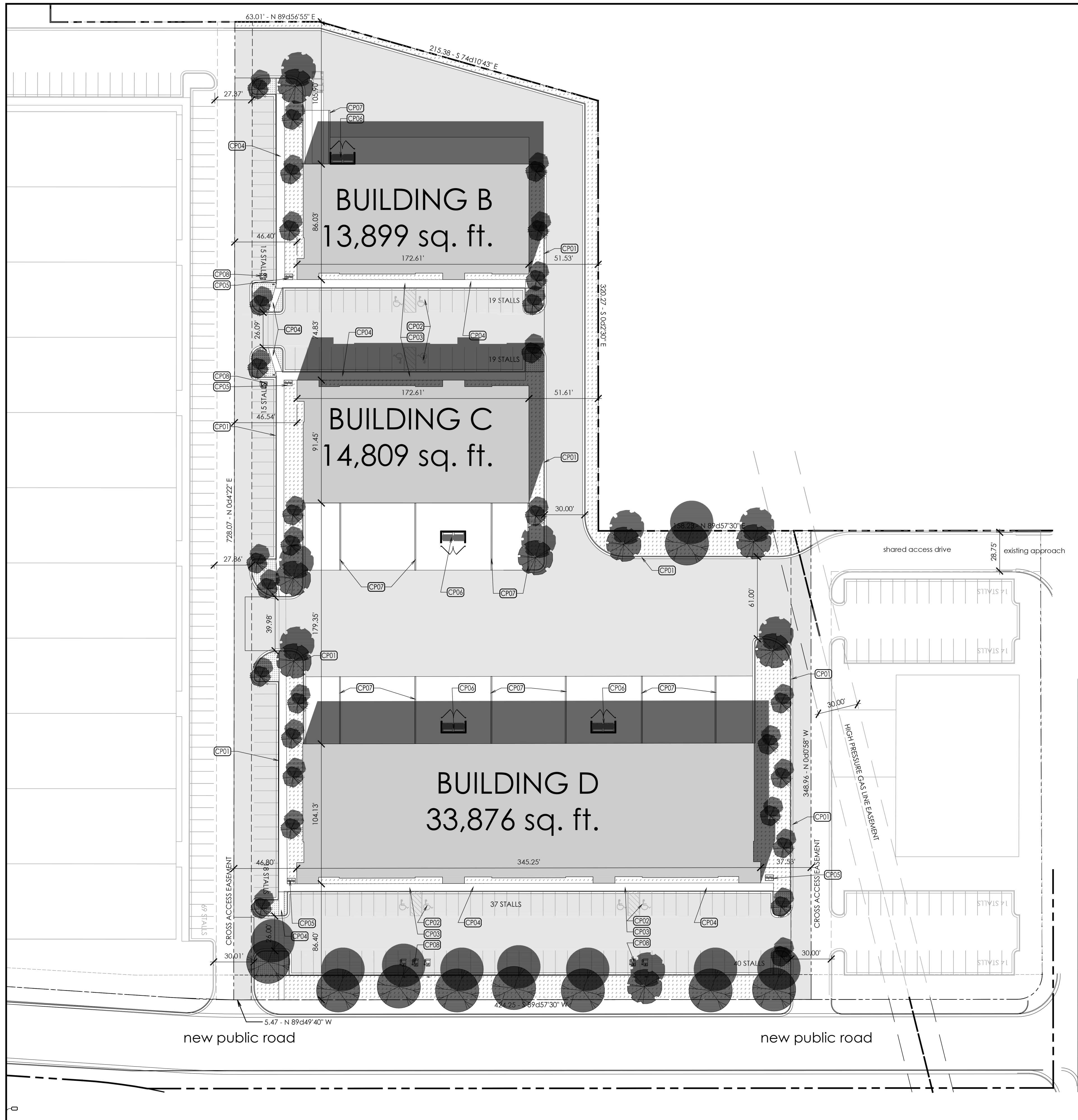
P:\REDWOOD LANDING BUSINESS CENTER 2322\SURVEY\dwg\Redwood Landing Plat 1 REVISED.dwg

OWNER: SALT LAKE VALLEY HEALTH DEPARTMENT. Flex Investment, LLC 5320 South 900 East Ste. 250 Salt Lake City, Utah 84117 801-599-6299. Approved this _____ day of _____, 20____.

On the _____ day of _____, 20____, personally appeared before me, who being by me duly sworn, did acknowledge that he is the Manager of Flex Investments, LLC, a Utah limited liability company, and that the foregoing Owner's Dedication regarding Redwood Depot Plat 1 was signed by him on behalf of said Flex Investments, LLC.

Table with 7 columns: NUMBER, ACCOUNT, SHEET, PREPARED BY (Dominion Engineering Associates, L.C.), PUBLIC UTILITIES DEPARTMENT, CITY PLANNING DIRECTOR, CITY ENGINEERING DIVISION, CITY ATTORNEY, CITY APPROVAL, SALT LAKE COUNTY RECORDER, NUMBER, ACCOUNT, SHEET.

ATTACHMENT C: SITE PLAN



REDWOOD ROAD

LOT AREAS:

	SQ. FT. / ACRES
LOT	246,340 SQ. FT. / 5.66 ACRES
BUILDING B FOOTPRINT	13,899 SQ. FT.
BUILDING C FOOTPRINT	14,809 SQ. FT.
BUILDING D FOOTPRINT	33,876 SQ. FT.
LANDSCAPING	33,327 SQ. FT.
INTERIOR PARKING	3,141 SQ. FT.
REMAINING	30,186 SQ. FT.
ASPHALT	106,887 SQ. FT.
CONCRETE	43,543 SQ. FT.

NOTE:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

PARKING REQUIREMENTS:

	SQ. FT.	CITY REQMT
WAREHOUSING		
MAIN	62,584 sq. ft.	23.76 (2/1000)(FIRST 10,000) 0.5/2000 REST)
PARKING PROVIDED:	137(136.41)	
ACCESSIBLE SPACES	167	8 (6 REQ'D - 151 TO 200)
BICYCLE SPACES	8 (6.45 REQ'D 5% OF 129)	
CAR CHARGING STATIONS	7 (1 PER 25 PARKING)	

NOTE:
1. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

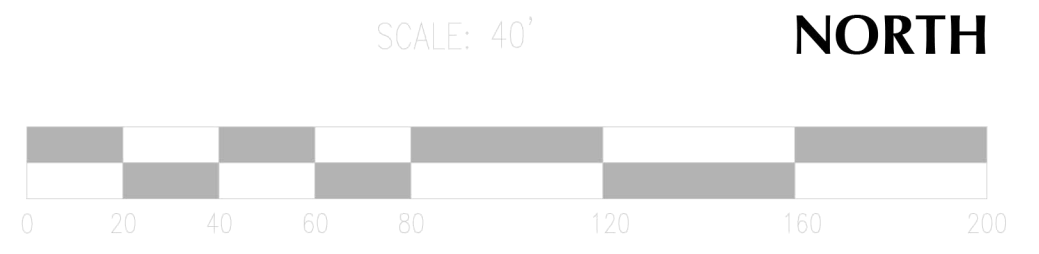
LANDSCAPING AREAS:

	SQ. FT.	CITY REQ'T
PARKING AREA	55,712 SQ. FT.	5% MIN (OR 2,786 SQ. FT. REQ'D)
PARKING LANDSCAPING	3,141 SQ. FT.	5.64% PROVIDED
TOTAL LANDSCAPED AREA	33,327 S.F.	FRONT AND PARKING

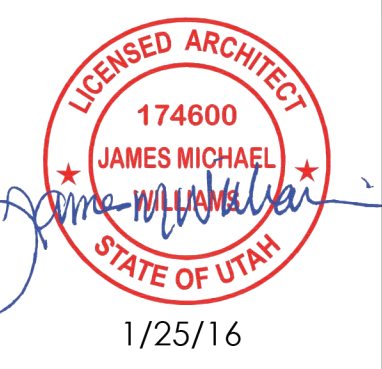
NOTE:
1. PARKING AREA DOES NOT INCLUDE TRUCK MANUEVERING AREA OR LANDSCAPED BUFFER AS DIMENSIONED.
2. LANDSCAPED AREAS DO NOT INCLUDE HARD SURFACE AREAS(WALKWAYS, BIKE RACKS, CURB & GUTTERS) OR LANDSCAPED AREAS OUTSIDE OF THE PARKING AREA(SEE SITE PLAN FOR SPECIFIC DIMENSIONS FOR LANDSCAPED BUFFERS).
3. ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

KEYNOTES

- CP01 CURB AND GUTTER
- CP02 ACCESSIBLE STALL
- CP03 ACCESSIBLE RAMP
- CP04 CONCRETE WALKWAY
- CP05 BIKE RACK
- CP06 DUMPSTER LOCATION
- CP07 RETAINING WALL
- CP08 ELECTRIC CAR CHARGING STALL



ae urbia
architects and engineers
2875 south decker lake drive, suite 275
salt lake city, utah 84119
phone: 801.746.0456 - fax: 801.575.6456
webpage: aeurbia.com



REDWOOD LANDING
REDWOOD RD
SALT LAKE CITY, UT

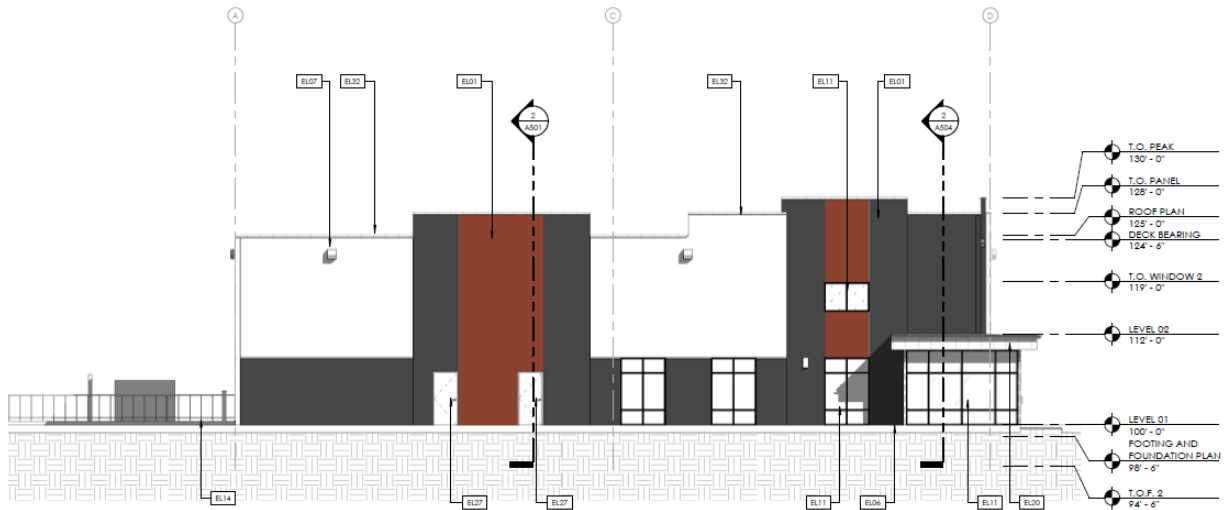
AE2015.033
SITE PLAN

REVISIONS:
DATE:
SHEET NO.

A1.1

COPYRIGHT ©
AE URBIA, LLC.

ATTACHMENT D: ELEVATIONS



1 CONCEPTUAL VIEW
A303

ATTACHMENT E: ADDITIONAL APPLICANT INFORMATION



February 2, 2016

Project Name: Redwood Depot

Project Location: Appx. 930 S Redwood Rd

Project Description:

The proposed development plans to convert vacant land into a new industrial park. The long term plan is to develop land to the west of this property. This first phase will include three shell buildings that will house multiple tenants. The demographic trying to be reached is those businesses in need of Office & warehouse uses.

The park will be unified by an architectural style that will be applied to all the buildings, including those in future developments. This should satisfy item A from 21A.55.010. All buildings will be Painted Concrete Tilt-up. Item D from 21A.55.010 will be satisfied through the Landscaping and architectural design of the building to give the feel of an open and bright tech industrial park.

Please let me know if you have further questions regarding this project.

Shawn Eaton
shawn@aeurbia.com



ATTACHMENT F: PROPERTY PHOTOGRAPHS



East view from Redwood Road



South East view from front property line

ATTACHMENT G: EXISTING CONDITIONS & ZONING

Westside Community Planning Area

The proposed development is located within the West Salt Lake Community Planning Area. The Westside Master Plan was adopted by Council on December 3rd, 2014. All of the land that is West of Redwood Road in the master plan area is designated as industrial districts and as development and redevelopment opportunities therein. The current zoning of CC and M-1 is primarily appropriate for the type of development proposed. The land uses of office and warehouse proposed are allowed in the M-1, Light Manufacturing, and CC Corridor Commercial districts.

Adjacent Land Use

The land uses surrounding the site include:

- **East:** Vacant field (proposed for retail) and a car storage lot
- **West:** Vacant field
- **North:** Rail corridor
- **South:** Vacant field and canal

Applicable General Zoning Standards:

Lot 1, M-1	M-1 Zone Standards	Proposed Development	Complies
Buildings and Lots	1 building per lot and building frontage on a public street	3 buildings	No, modification of the standard is requested for separate buildings on one lot
Lot Size	10,000 sq ft min.	246,344 sq ft	Yes
Lot Width	80 ft min.	424'	Yes
Front/Corner Yard Setback	15' min.	86.4'	Yes
Sidyard Setback	0' min.	46.8'	Yes
Rear Setback	0' min.	105.9'	Yes
Maximum Height	65'	30'	Yes
Perimeter Parking Lot Landscaping	7' min.	15' drive access to parking	No, modification requested in order to share drive access and parking between lots.
Parking Requirement	Office and Warehouse uses: 2 stall per 1,000 usable square feet for first 10,000 sf. 3 spaces per 1,000 usable square feet. No maximum West of Redwood Road in M-1 zone.	137	Yes

Lot 1 - CC	CC Zone Standards	Proposed Development	Complies
Buildings and Lots	1 building per lot and building frontage on a public street	3 buildings	No, modification of the standard is requested for separate buildings on one lot
Lot Size	10,000 sq ft min.	246,344 sq ft	Yes
Lot Width	75 ft min.	424'	Yes
Front/Corner Yard Setback	15' min.	86.4'	Yes
Sidyard Setback	0' min.	37.53'	Yes
Rear Setback	0' min.	61'	Yes
Perimeter Parking Lot Landscaping	7' min.	No perimeter parking in the CC portion	Yes
Front Yard Landscaping	Trees every 25 feet. Shrubs every 2 feet	Will need to comply with Zoning comments	No
Parking Requirement	Office and Warehouse uses: 2 stall per 1,000 usable square feet for first 10,000 sf. 3 spaces per 1,000 usable square feet. No maximum West of Redwood Road in M-1 zone.	137	Yes
Maximum Height	30 feet	30 feet to top of parapet	Yes

ATTACHMENT H: ANALYSIS OF STANDARDS – PLANNED DEVELOPMENT

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>A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section:</p> <ul style="list-style-type: none"> 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 	<p>Complies</p>	<p>The applicant is complying with objectives A and D. These objectives involve modern facades that are atypical of warehouse type development, and landscaping and design that will create a pleasing environment.</p> <p>The M-1 and CC zoning districts do not have any architectural design requirements. The proposed uses and buildings typically seen in these districts provide very little in the way of architectural nuance or detail. The proposed project has been found to achieve a higher standard with the proposed architectural styles and building forms. Throughout phases of the development, the architectural styles will be mimicked.</p> <p>The perimeter parking landscape buffer standard is requested to be waived for a subsequent phase of development drive aisle. The parking area however, will not be without landscaping. For the development of the Office warehouse type, the proposed landscaping surrounds buildings with trees that would create a more pleasant environment than is typical of corridor commercial and manufacturing areas.</p>

<p>housing with market rate housing; or H. Utilization of "green" building techniques in development.</p>		
<p>B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:</p> <p>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</p> <p>2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.</p>	<p>Complies</p>	<p>1. The site is located in the West Salt Lake community area planning area where properties in this area West of Redwood are acknowledged as industrial districts that will likely remain. Development opportunities have been identified for this area as non residential, with office park type development and avoiding manufacturing type uses.</p> <p>2. Office and warehouse uses are allowed uses in the M-1 and CC districts.</p>
<p>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:</p> <p>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;</p> <p>2. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected,</p>	<p>Complies</p>	<p>1. The property will be provided access from Redwood Road via the proposed public street Redwood Depot Lane. This new street will be put in place to serve the proposed development and future phases of development. The Transportation Division did not express any concerns regarding potential traffic impacts from the development.</p> <p>2.a. The ingress/egress to the property will be served by the new public street. Access to Redwood Road is regulated by the Utah Department of Transportation and would be reviewed for traffic impacts and necessary controls. The orientation of driveways will directly access the new proposed street. This will create one access point for Redwood Road for the proposed development.</p> <p>2b. The public street proposal is for a 65' right of way. This width is adequate for on street parking. The type of development by nature would not be adversely impacted by any on street parking.</p> <p>2c. The development is located in a commercial and industrial area, with a number of other similar and more intense uses surrounding it. The addition of</p>

<p>based on:</p> <ul style="list-style-type: none"> 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. 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; c. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property. <p>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;</p> <p>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;</p> <p>5. Whether appropriate buffering or other</p>		<p>more development of this type would not impair the use of adjacent properties.</p> <p>3. The internal circulation of the property will be isolated to the proposed street. The adjacent property is a tow yard that will not be impacted. The other adjacent properties are vacant land.</p> <p>4. The development will require to upgraded utility infrastructure where determined to be necessary by the Public Utilities Department and other responsible entities in order to adequately provide service. No adverse impacts are expected from increased utility or public service use from the property.</p> <p>5. The development is located in an area zoned for commercial and light industrial uses, and the surrounding properties near the site are either vacant or of uses that are more intense by nature such as the tow lot. No disturbances can be foreseen at this time which would warrant any mitigation.</p> <p>6. The adjacent properties that are developed are either vehicle lots or vacant. The proposed scale and use is less intense than current surrounding uses.</p>
---	--	--

<p>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</p> <p>6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.</p> <p>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.</p>		<p>The proposal does not involve a conditional use.</p>
<p>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;</p>	<p>Complies</p>	<p>Existing vegetation on the site general consists of weeds and trash trees. The proposed landscaping will need to comply with the water efficient landscaping provisions of 21A.48.055 and the scale of the proposed landscaping is exceeds what is expected of a warehouse development.</p>
<p>E. Preservation: The proposed planned development shall preserve any historical, architectural, and environmental features of the property;</p>	<p>Complies</p>	<p>The proposal is for development of a vacant lot and does not currently possess any significant historical, architectural, or environmental features.</p>
<p>F. Compliance With Other</p>	<p>Complies</p>	<p>The Planned Development is also being reviewed</p>

Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.		against the Final Subdivision standards, which are discussed in Attachment K. Other than the specific modifications requested by the applicant, the project appears to comply with all other applicable codes. Further compliance will be ensured during review of construction permits.
---	--	--

ATTACHMENT I: PUBLIC PROCESS AND COMMENTS

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project:

- Open House on February 18th, 2016

Notice of Application:

The proposal is located on the border of two Community Councils. When a property is located within 600 feet of two community council boundaries, City ordinance requires a public open house for the proposal. As such, planning staff held a public open house for the proposal on February 18th. The Planning division sent mailed notices out to properties within 350 feet and sent an e-mailed open house notice to affected community councils.

Notice of the public hearing for the proposal included:

Public hearing notice mailed on April 3, 2016.

Public hearing notice posted on April 1, 2016.

Public notice posted on City and State websites and Planning Division list serve on April 3, 2016.

Public Input:

Jay Ingleby called staff on April 5th, 2016 and expressed concerns about light manufacturing and desires that the project have retail and stores where he can buy a coat. He also expressed his opinion that the Westside is “getting screwed” and the new Mayor isn’t doing anything. Staff explained to Jay that the proposed development is to have office and warehouse uses, and retail space is allowed in the applicable districts, which is an option for the development.

No additional public comments have been received by staff at the time of this report. No public comments were received at the Open House.

ATTACHMENT J: DEPARTMENT REVIEW COMMENTS

Fire (Ted Itchon, 801-535-6636, ted.itchon@slcgov.com)

No comments provided.

Engineering (Scott Weiler, 801-535-6159, scott.weiler@slcgov.com)

No comments relating to the planned development. Requested changes to final plans will need to be met as a condition of approval.

Transportation (Michael Barry, 801-535-7147, michael.barry@slcgov.com)

No additional comments post initial preliminary subdivision comments.

Public Utilities (Jason Draper, 801-483-6751, jason.draper@slcgov.com)

No comments relating to the planned development proposal. Requested changes to final plans will need to be met as a condition of approval.

Zoning (Greg Mikolash, 801-535-6181, greg.mikolash@slcgov.com)

Alan Michelson reviewed the proposal with the following comments:

- 1) Correct the address on all of the plan sheets and documents to match the certified address of 1760 West Redwood Depot Lane.
- 2) An impact fee worksheet shall be completed prior to permit issuance and uploaded to the city required forms folder. <http://www.slcdocs.com/building/Impact%20Fee%205-1-14.pdf>
- 3) Seismic Special Study Area - This property lies within a seismic special study area and requires a site specific Natural Hazards Report that shows the building will not be built over a fault line. Section 18.28.40.I.3 states that no structure shall be located over a fault. Determinations of the appropriate setback distance from the fault shall be made based on recommendations contained in the geological report required by section 18.28.40.C.
- 4) The plat uploaded to the building permit application does not match the final plat submitted to planning division. Please upload a copy of the final Redwood Landing Business Center Plat 1 to p-dox. The final plat and planned development approval from planning is required prior to permit issuance. For information contact Jonathan Goates at 801-535-7236.
- 5) Please provide property line dimensions on the architectural site plan and civil site plan for review against the final plat.
- 6) A minimum 15 feet landscape setback is required along Redwood Depot Lane. Please provide setback dimensions on the civil and architectural site plans.

- 7) Review your minimum required, and total provided, parking calculations on the architectural site plan and civil site plan and make them match. Document your calculations so I know how you are arriving at your numbers for required parking. For example, 62,584 square feet of warehouse space requires 33 stalls, rather than 136 stalls. Parking calculations shall be provided for each principal building and/or use. What about office space?
- 8) As per 21A.44.050.B.2, electric vehicle parking stalls shall be located as close to the primary building entrance as possible.
- 9) On the electrical plans provide details and specifications for the electric vehicle charging stations that comply with NEC Article 625.
- 10) Provide a rack detail that meets the bicycle rack design standards as per 21A.44.050.B.5. <http://www.slcdocs.com/transportation/design/pdf/F1.f2.pdf>
- 11) The landscape plan requires the following corrections or additional information:
 - A seven feet wide perimeter parking lot landscape setback is required with trees and shrubs as per 21A.48.070.C, wherever parking lots are located closer than 20 feet to a property line. The planned development review will need to address the lack of perimeter parking lot landscaping along the west property line abutting lot 3.
 - C-C Special front yard landscaping shrubs are required in the front yard setback as per 21A.48.100.C.
 - Correct the C-C special front yard landscaping summary calculations to only include trees and shrubs (required and provided) located in the front yard setback.
 - a) Total number of front yard trees required/provided in the first 15-feet of lot depth based on one tree per 25-feet of lot width in this CC Zone.
 - b) Total number of front yard shrubs limited to a height of not more than 3-feet required/provided in the first 15-feet of lot depth based on one shrub for every 2-feet of lot width in this CC Zone.
- 12) Review of the water efficient irrigation plans as outlined in 21A.48.055 has been delegated to the planning department. For information contact Jonathan Goates at 801-535-7236.
- 13) A tree protection and removal plan shall be submitted and approved by the Urban Forestry Division pursuant to the provisions of section 21A.48.135, Contact SLC Urban Forestry at 972-7818. Please upload documentation of approval to the city required forms folder.
- 14) As per 21A.36.250.G, please submit a completed application of the construction waste management plan, via email, to constructionrecycling@slcgov.com. For information contact Mitch Davis at the SLC Sanitation Division, 801-535-6984. Documentation of approval from the Sanitation Division is required prior to permit issuance.

NOTE: Expansion or intensification of any building, structure or premises caused by tenant finishes of a shell building/space shall provide additional parking in the amount by which the requirements for the intensified use/s exceed those for the existing use/s. For each tenant finish, please provide a running total of the parking requirement for each use on this site and the total number of stalls provided on the site to verify that adequate parking is available.

ATTACHMENT K: POTENTIAL MOTIONS

Potential Motions

Staff Recommendation: Staff recommends the following motion:

Based on the information in the staff report, public testimony, and discussion by the Planning Commission, I move that the Planning Commission approve petition PLNPCM2016-00060, regarding the Redwood Landing Planned Development request. In order to comply with the applicable standards, the following conditions of approval apply:

1. The applicant shall comply with all other Department/Division conditions provided to the applicant.
2. The applicant shall record Plat 1 prior to or in conjunction with Plat 2 in order to guarantee access to lots 3 and 4 in Phase 2 from a public roadway.
3. All other applicable zoning standards not modified by the Planned Development approval shall apply to the development.
4. The landscape plan will adhere to water efficient landscaping and be provided prior to final building permit approval.
5. The street lighting plan shall be established according to the Salt Lake City Street Lighting Plan standards for commercial streets.
6. Final approval authority for the development shall be delegated to Planning staff based on the applicant's compliance with the standards and conditions of approval as noted within this staff report.
7. The applicant shall submit a final plat to the Planning Division within 18 months from the date of this preliminary subdivision approval.

Not Consistent with Staff Recommendation: (Planned Development and Preliminary Subdivision)

Based on the testimony, plans presented and the following findings, I move that the Planning Commission deny the petition PLNPCM2016-00060 for the Redwood Landing Planned Development request due to the following standard(s) that are not being complied with:

(The Planning Commission shall make findings on the Planned Development and Preliminary Subdivision standards and specifically state which standard or standards are not being complied with. Please see Attachment H for applicable standards.)