



Staff Report

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission
From: Chris Lee, 801-535-7706, chris.lee@slcgov.com
Date: April 19, 2016
Re: PLNSUB2016-00109 – Bangerter Crossing Lot 17

Planned Development

PROPERTY ADDRESS: 3955 W Ninigret Drive
PARCEL ID: 15-17-176-007
MASTER PLAN: Westside
ZONING DISTRICT: M-1 (Light Manufacturing)

REQUEST: Shawn Eaton, representing Clarius Partners, is requesting to modify zoning requirements which limit development to only one principle structure per parcel to facilitate construction of a four building industrial park at approximately 3955 W Ninigret Drive. The buildings would be designed to house multiple tenants and would accommodate both warehouse and office uses. The subject parcel is currently undeveloped land and is located in the M-1 (Light Manufacturing) zone.

RECOMMENDATION: Based on the findings listed in the staff report, it is Planning Staff's opinion that the project meets the applicable standards and therefore, recommends that 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 petition PLNSUB2016-00109, regarding the Bangerter Crossing Lot 17 planned development. The following conditions of approval shall apply:

1. The applicant shall comply with all other Department/Division conditions attached to this staff report.
2. All other applicable zoning standards not modified by the Planned Development approval shall apply to the development.
3. The landscape plan will adhere to water efficient landscaping and be provided prior to final building permit approval.

4. 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.

ATTACHMENTS:

- A. [Site Plan](#)
- B. [Building Elevations](#)
- C. [Applicant Project Description](#)
- D. [Property & Vicinity Photographs](#)
- E. [Existing Conditions and Zoning](#)
- F. [Analysis of Standards – Planned Development](#)
- G. [Public Process and Comments](#)
- H. [Department Review Comments](#)
- I. [Potential Motions](#)

PROJECT DESCRIPTION:

The applicant is proposing a business park type of development, known as Bangerter Crossing Lot 17, on the parcel located at approximately 3955 W Ninigret Drive. The parcel is vacant and has not been previously developed. It measures approximately 14.087 acres (613,630 square feet) and is bounded by Bangerter Highway to the west. Distribution Drive and Ninigret Drive meet at a cul-de-sac at the northeast corner of the property.

The applicant is requesting a modification to the zoning standard that allows for only one principal building per lot as stipulated in section 21A.36.010 of the Salt Lake City Zoning Ordinance. The proposed project is for four shell buildings to be utilized for both office and warehouse uses by multiple tenants. If the project were developed for one single tenant who was going to utilize them for a single use, the planned development modification would not necessarily have to be sought. 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 among those who will potentially lease space in the proposed buildings.

The proposed structures will comply with the zoning regulations stipulated within the M-1 zone such as setbacks, height, etc. The applicant contends that constructing multiple structures on the site will provide a better and more efficient design than would be possible with one large principal building. Additionally, the four shell buildings will be designed in a unified architectural style across the entire parcel with landscaping features which serve to unite them into a comprehensive whole.



 Subject Property

*All parcels in this image are in the M-1 zone

KEY ISSUES:

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

1. Planned Development Objectives and Modifications
2. Multiple Buildings on one Lot
3. Street Frontage and Vehicular Access

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.” Additionally, 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 F](#). As proposed, this development complies with two of the applicable objectives including objective A per “combination and coordination of architectural styles, building forms, building materials, and building relationships,” and objective D per “use of design, landscape, or architectural features to create a pleasing environment”. The following issue discussion evaluates the proposed modification as it relates to meeting the Planned Development objectives.

Issue 2 – Multiple Buildings on one Lot

The zoning code includes provisions that generally prohibit two buildings from being located on the same lot in the M-1 zone 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 the construction of buildings that are hidden from public view with greater potential to be a public nuisance. The four proposed buildings will be for similar uses and this modification likely wouldn't be necessary if they were all to be leased to the same tenant. However, the proposed project will most likely be leased to multiple tenants, and by that definition would introduce more than one use.

Due to the large size of this parcel (14.087 acres) and the proposed office and warehouse uses, utilizing multiple buildings is completely reasonable. Such development is common throughout the M-1 district due to the uses which are allowed in the district and the large size of many of the parcels in the area. Placing multiple warehouses on a single parcel provides a design that is more efficient and achieves the goals of the district.



View towards the West Showing Building Layout and Vehicular Access Points

Issue 3 – Street Frontage and Vehicular Access

Additionally, the proposed structures do not all have frontage on a public street. The subject parcel is situated in a unique way whereby the only existing street frontage is a cul-de-sac located at the northeast corner of the parcel where Ninigret Drive and Distribution Drive meet. However, the submitted development plans show both of those streets effectively continuing along the northern and eastern parameters of the subject parcel via a transportation easement. As illustrated, those access easements would effectively create roadways along the northern and eastern sides of the parcel where various curb cuts would provide vehicular access to the property. However, they will not be public streets.

DISCUSSION:

As discussed above and in [Attachment F](#), the proposal generally meets the standards for a Planned Development. Generally, the requested modifications result in a more enhanced product than would otherwise result with strict application of the zoning ordinance standards.

The ability to construct several principal structures instead of one that is exceptionally large, will provide for better flow of people and vehicles across the parcel, a much less imposing building, and greater efficiency across the entire development. The additional buildings will deliver a more enhanced product than would be accomplished otherwise and furthers the purpose of the zoning ordinance in terms of economic development.

NEXT STEPS:

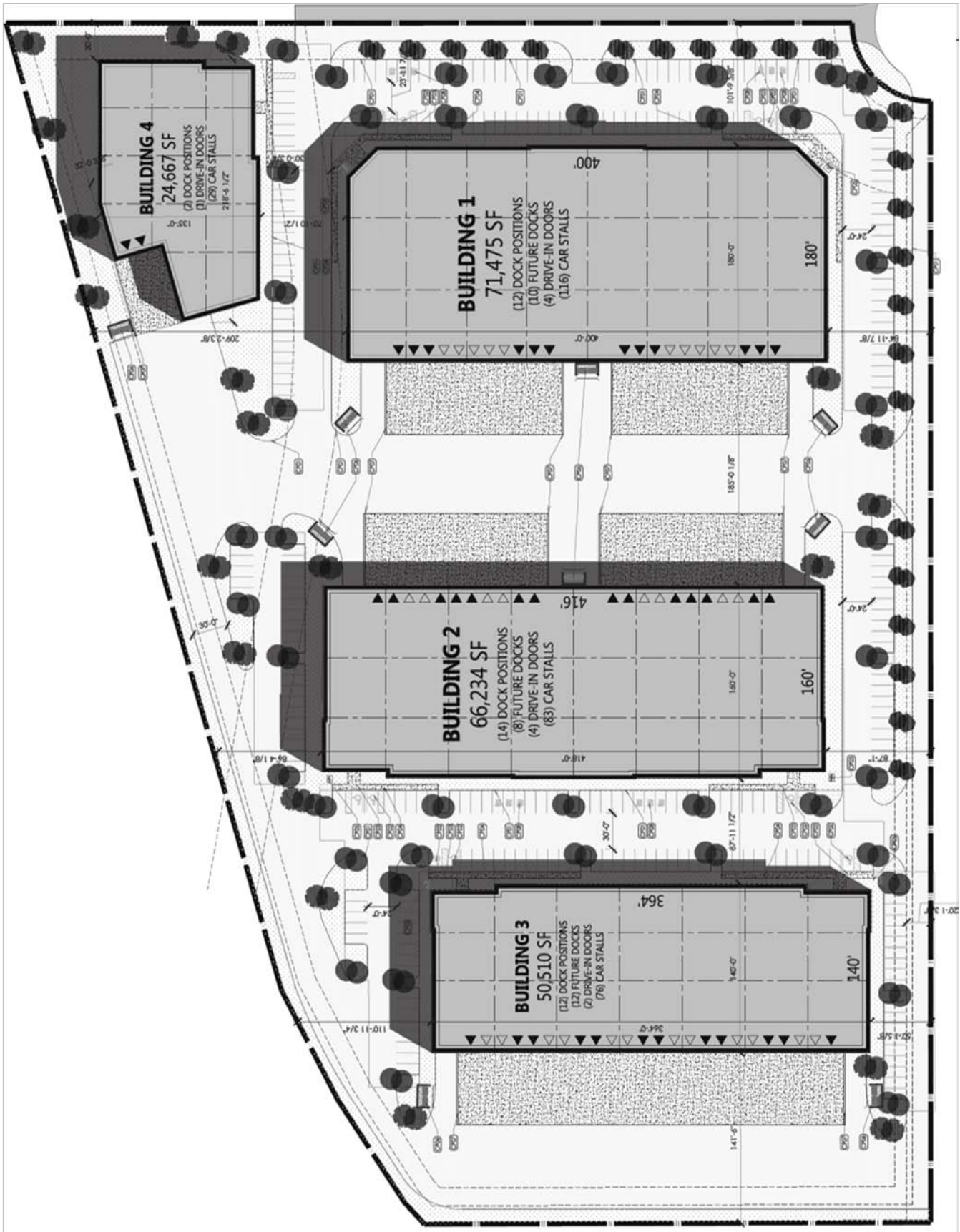
Planned Development Approval

If the Planned Development is approved, the applicant will 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. Final certificates of occupancy for the buildings will not be issued until the conditions are met.

Planned Development and Preliminary Subdivision Denial

If the Planned Development is denied, the applicant will need to construct any proposed building per the requirements of the M-1 (Light Manufacturing) zoning district and associated ordinances. Only one principal building would be permitted on the parcel.

ATTACHMENT A: SITE PLAN



BUILDING AREAS:

	BUILDING SQ. FT.
BUILDING 1	71,475 SF
BUILDING 2	66,234 SF
BUILDING 3	50,510 SF
BUILDING 4	24,666 SF
TOTAL	212,885 SF

NOTE:

- ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LOT AREAS:

	SQ. FT. / ACRES
LOT	614,792 SF / 14.11 AC
BUILDINGS AREA	212,885 SF
LANDSCAPING	91,438 SF
INTERIOR PARKING	8,829 SF
REMAINING	82,609 SF
ASPHALT	243,449 SF
CONCRETE	91,685 SF

NOTE:

- ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

PARKING REQUIREMENTS:

	SQ. FT.		CITY REQMT
OFFICE			
BUILDING 1	24,301 SF		72.90 (3/1000)
BUILDING 2	22,520 SF		67.56 (3/1000)
BUILDING 3	24,301 SF		51.52 (3/1000)
BUILDING 4	8,387 SF		25.16 (3/1000)
WAREHOUSING			
BUILDING 1	47,173 SF	+	
BUILDING 2	43,714 SF	+	
BUILDING 3	33,337 SF	+	
BUILDING 4	16,280 SF		52.63 (2/1000(FIRST 10,000) 0.5/2000 REST)
TOTAL REQUIRED:			267(266.77)
TOTAL PROVIDED:			282
ACCESSIBLE SPACES			8 (8 REQ'D - 201 to 300)
BICYCLE SPACES			16 (14.1 REQ'D 5% of 282)
ELECTRIC CAR CHARGING			12(1/25 STALLS)

REFERENCED CODES:

- SECTION 21A.44.060 F OF THE SALT LAKE CITY, UTAH CODE(FOR CITY REQUIREMENTS)

NOTES:

- ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

LANDSCAPING AREAS:

	SQ. FT.	CITY REQ'T
PARKING AREA	116,726 SF	5% MIN(OR 5,836 SF REQ'D)
PARKING LANDSCAPING	8,829 SF	7.56% PROVIDED
TOTAL LANDSCAPED AREA	91,438 SF	FRONT AND PARKING

NOTE:

- PARKING AREA DOES NOT INCLUDE TRUCK MANUVERING AREA OR LANDSCAPED BUFFER AS DIMENSIONED.
- 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).
- ALL AREA CALCULATIONS ARE APPROXIMATE AND CAN CHANGE DUE TO CONSTRUCTION TOLERANCES.

PARCEL IDENTIFICATION:

TAX ID NUMBER: 15-17-176-007-0000

ADDRESS: 3955 W NINEGRET Dr.

KEYNOTES

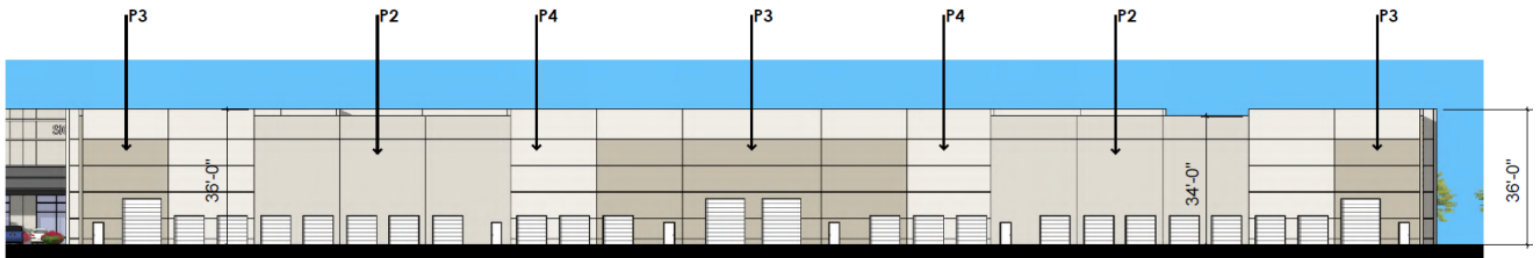
- CP01 CURB AND GUTTER
- CP02 ACCESSIBLE STALL
- CP03 ACCESSIBLE RAMP
- CP04 CONCRETE WALKWAY
- CP05 BIKE RACK
- CP06 DUMPSTER LOCATION
- CP07 RETAINING WALL
- CP08 ELECTRIC CAR CHARGING STALL



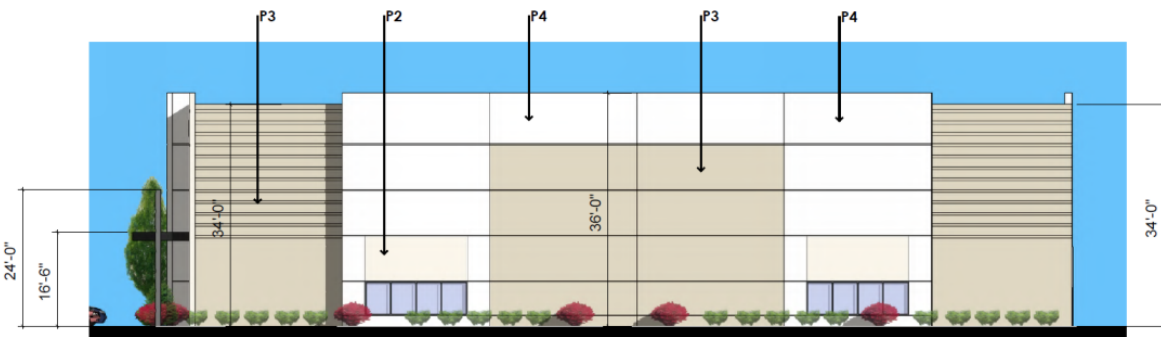
ATTACHMENT B: BUILDING ELEVATIONS



Typical Side Elevation



Typical Rear Elevation



PAINT LEGEND
 P1 - SW 7068 GRIZZLE GRAY
 P2 - SW 7043 WORLDLY GRAY
 P3 - SW 7052 GRAY AREA
 P4 - SW 7022 ALPACA





ATTACHMENT C: APPLICANT PROJECT DESCRIPTION



2875 south decker lake drive, suite 275
salt lake city , utah 84119
phone: 801.746.0456 - fax: 801.575.6456
web page: a e u r b i a . c o m

March 1, 2016

Project Name: Bangerter Crossing Lot 17

Project Location: 3955 W Ninegret Dr.

Project Description:

The proposed development plans to convert vacant land into a new industrial park. This will include four shell buildings that will house multiple tenants. The demographic trying to be reached is those businesses in need of Office & warehouse uses.

We are requesting that an exception be made to the section of the zoning ordinance that requires only one building per lot. All other requirements in the M-1 Zone would be adhered to. The lot in question is a very large lot and would require a very large building, limiting business options to larger distribution type businesses and limiting opportunity for small office/manufacturing/warehouse businesses. We propose that multiple buildings in an industrial park setting on this lot would allow for increased landscaping, parking, and better circulation patterns.

The park will be unified by an architectural style that will be applied to all the buildings. 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.

A handwritten signature in black ink, appearing to read 'Shawn Eaton'.

Shawn Eaton
shawn@aeurbia.com

The logo for aeurbia architects and engineers, identical to the one at the top of the page.

aeurbia
architects and engineers

ATTACHMENT D: PROPERTY & VICINITY PHOTOGRAPHS



Looking South onto the Property from the Intersection of Ninigret and Distribution Drives



Looking West across the property at Buildings on the West side of Bangerter Highway



Looking North across the Vacant Abutting Property at the Building on the Next Parcel



Looking Southeast at the Abutting Parcel with Building, Fence, and Paved Drive Area

ATTACHMENT E: EXISTING CONDITIONS & ZONING

Westside Community Planning Area

The proposed development is located within the West Salt Lake Community Planning Area. Traditionally the Westside Master Plan included the area south of I-80 to State Highway 201 and from I-215 west to Bangerter highway. However, the Westside Master Plan adopted by Council on December 3rd, 2014, determined that it will be included in a separate master plan to “more comprehensively address the issues that are unique to the city’s industrial districts”. Therefore, this area is not included in a current master plan. All of the land within those boundaries is zoned as either M-1 (Light Manufacturing) or M-2 (Heavy Manufacturing) and is associated with industrial and manufacturing uses. The current M-1 zoning on the subject parcel is appropriate for the proposed development because it allows both office and warehouse uses.

Adjacent Land Use

The land uses surrounding the site include:

- **East:** Warehouse development
- **West:** Bangerter Highway
- **North:** Vacant parcel
- **South:** Railway corridor with warehouse development beyond

Applicable General Zoning Standards:

	M-1 Zone Standards	Proposed Development	Complies
Buildings and Lots	1 building per lot and building frontage on a public street	4 buildings	No. Modification of the standard is requested for multiple buildings on one lot.
Lot Size	10,000 sq ft min.	613,630 sq ft	Yes
Lot Width	80 ft min.	422’	Yes
Front/Corner Yard Setback	15’ min.	84’	Yes
Sidyard Setback	0’ min.	32’	Yes
Rear Setback	0’ min.	141’	Yes
Maximum Height	65’	41’	Yes
Perimeter Parking Lot Landscaping	7’ min unless located at least 20’ from the property line.	20’ from the property line or provided for all lots	Yes
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.	282	Yes

ATTACHMENT F: 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 housing with market rate housing; or 	<p>Complies</p>	<p>The applicant is complying with objectives A and D Please see the issues discussion on pages 3-5 of this staff report related to modifications and meeting planned development objectives. 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 zoning district does not have 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.</p>

<p>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. Although this specific area is not currently included in a master plan, the site is located in the West Salt Lake community area planning area where properties in this area West of I-215 are acknowledged as industrial districts that will likely remain. Development opportunities have been identified for this area as non residential, warehouse/office park type development.</p> <p>2. Office and warehouse uses are allowed uses in the M-1 district.</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, based on:</p> <p>a. Orientation of driveways and whether they direct traffic to major or local streets,</p>	<p>Complies</p>	<p>1. The property will be provided access from the cul-de-sac where Ninigret and Distribution Drives meet. As illustrated in attachments A and B, the developer effectively plans to continue both of those streets well onto the parcel to create multiple points of access to the buildings. The Transportation Division did not express any concerns regarding potential traffic impacts from the development.</p> <p>2a. The ingress/egress to the property will be served by the creation of two private drives on the parcel. Those large drives will direct traffic back to the cul-de-sac where the local streets Ningret Drive and</p>

<p>and, if directed to local streets, the impact on the safety, purpose, and character of these streets;</p> <p>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;</p> <p>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> <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 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</p>	<p>Distribution Drive meet. The Transportation Department review did not mention any excessive impacts on those streets.</p> <p>2b. The proposed parking areas are extensive across the property. They should not impact street parking or the reasonable use of the adjacent properties.</p> <p>2c. The development is located in a commercial and industrial area, with several similar uses surrounding it. The addition of more development of this type would not impair the use of adjacent properties.</p> <p>3. The internal circulation should not impact adjacent properties. The properties on two sides are separated by a freeway and rail line while the remaining two are a similar warehouse development and a vacant parcel. There should not be any spill over of vehicles onto adjacent properties.</p> <p>4. The development will be required to upgrade utility infrastructure to adequately provide service where deemed necessary by the Public Utilities Department and other responsible entities. 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 light industrial uses. Surrounding properties are either vacant or contain similar warehouse and office uses to those being proposed. No disturbances can be foreseen at this time which would warrant any mitigation.</p>
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<p>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>6. There is only one adjacent property that is not separated by either the freeway or rail line. It is a similar warehouse development which will be compatible with that being proposed.</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 generally consists of weeds and sagebrush. The proposed landscaping will need to comply with the water efficient landscaping provisions of 21A.48.055.</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 that does not possess any significant historical, architectural, or environmental features.</p>
<p>F. Compliance With Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.</p>	<p>Complies</p>	<p>Other than the specific modification requested by the applicant, the project appears to comply with all other applicable codes. Further compliance will be ensured during review of construction permits.</p>

ATTACHMENT G: 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 March 17th, 2016

Notice of Application:

The subject parcel is west of 2200 W. When a property is west of 220 W City ordinance requires a public open house for the proposal. As such, planning staff held a public open house for the proposal on March 17, 2016. The Planning division sent mailed notices out to properties within 300 feet and also 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 14, 2016.

Public hearing notice posted on April 14, 2016.

Public notice posted on City and State websites and Planning Division list serve on April 14, 2016.

Public Input:

No public comments have been received by staff at the time of this report.

ATTACHMENT H: DEPARTMENT REVIEW COMMENTS

Engineering (Scott Weiler)

No objections to the proposed planned development. Prior to performing any work in the public way, a Permit to Work in the Public Way must be obtained from SLC Engineering.

Transportation (Michael Barry)

The parking stalls on the east side of Building 3 do not have sufficient distance to back up (called parking aisle distance) on site without using the paved area on the abutting property. Table 21A.44.020 shows the required parking aisle dimension for a 9-foot wide stall to be twenty-one feet seven inches (21' 7"); site plan shows the parking aisle to be just over 15'. A cross access agreement with the abutting property owner would satisfy the parking aisle requirement. The rest of the parking layout appears to be satisfactory.

Zoning (Greg Mikolash)

M-1 Zone / Airport Influence Zone B - New spec. office/warehouse. This proposal will require planned development review and approval due to numerous buildings not having frontage on a street. This property will require a site specific natural hazards report, due the suspected location of a fault line. This proposal will need to address the minimum first floor, parking lot and detention area elevations as noted on the subdivision plat. Proposal will need to comply with the provisions of 21A.28 - the provisions of 21A.33 for permitted and conditional uses - any appropriate provisions of 21A.34 – any appropriate provisions of 21A.36 and including construction waste management as well as a permanent recycling collection station (the recycling collection station shall be accessible to collection services, including adequate on site vehicular pick up service and subject to the location provisions of section 21A.36.020). Waste Management Plan is required. Proposal will need to comply with any appropriate provisions of 21A.40 and including ground mounted utility boxes –and 21A.44 for parking and maneuvering, with parking calculations provided that address the minimum parking required/provided, bicycle parking required/provided, electric vehicle parking required/provided, off-street loading required/provided and any method of reducing or increasing the parking requirement - the provisions of 21A.48 for landscaping.

Fire (Ted Itchon) - No comments provided

Public Utilities (Jason Draper) - No comments provided

Sustainability (Vicki Bennett) - No comments provided

Police (Scott Teerlink) – No comments provided

ATTACHMENT I: POTENTIAL MOTIONS

Potential Motions

STAFF RECOMMENDATION: Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable standards and therefore, recommends the Planning Commission approve this Planned Development request with conditions.

Consistent with Staff Recommendation:

Based on the information in the staff report, public testimony, and discussion by the Planning Commission, I move that the Planning Commission approve petition PLNSUB2016-00109, regarding the Bangerter Crossing Lot 17 planned development. 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 attached to this staff report.
2. All other applicable zoning standards not modified by the Planned Development approval shall apply to the development.
3. The landscape plan will adhere to water efficient landscaping and be provided prior to final building permit approval.
4. 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.

Not Consistent with Staff Recommendation:

Based on the testimony, plans presented and the following findings, I move that the Planning Commission deny the Planned Development requests at Bangerter Crossing Lot 17 due to non-compliance with the following standard(s):

(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 F](#) for applicable standards.)