Staff Report

PLANNING DIVISION

DEPARTMENT *of* COMMUNITY *and* NEIGHBORHOODS

To: Salt Lake City Administrative Hearing Officer
From: Ben Buckley, Associate Planner, benjamin.buckley@slcgov.com, 801-535-7142
Date: March 28, 2024
Re: PLNPCM2023-00978 – SLC Mosquito Abatement District Heliport

Conditional Use

PROPERTY ADDRESS: 2215 N 2200 W
PARCEL ID: 08-16-400-022-0000
MASTER PLAN: Northpoint Small Area Plan
ZONING DISTRICT: BP - Business Park District

REQUEST:

Greg Beecher, on behalf of the Local Building Authority of the Salt Lake City Mosquito Abatement (property owner), is seeking Conditional Use approval for a heliport located at 2215 N 2200 W. Per the Table of Permitted and Conditional Uses for Special Purpose Districts, found in 21A.33.070 of the Salt Lake City Code of Ordinances, heliports in the Business Park Zoning District require Conditional Use approval. The proposed heliport's purpose is to centralize the operations of the SLCMAD. The property is located in City Council District 1, represented by Victoria Petro.

RECOMMENDATION:

Based on the information and findings listed in the staff report, staff is recommending approval of the Conditional Use.

ATTACHMENTS:

A. Vicinity Map
B. Applicant's Submittal
C. BP Business Park Zoning Standards
D. Conditional Use Standards
E. Public Process and Comments
F. Department Review Comments

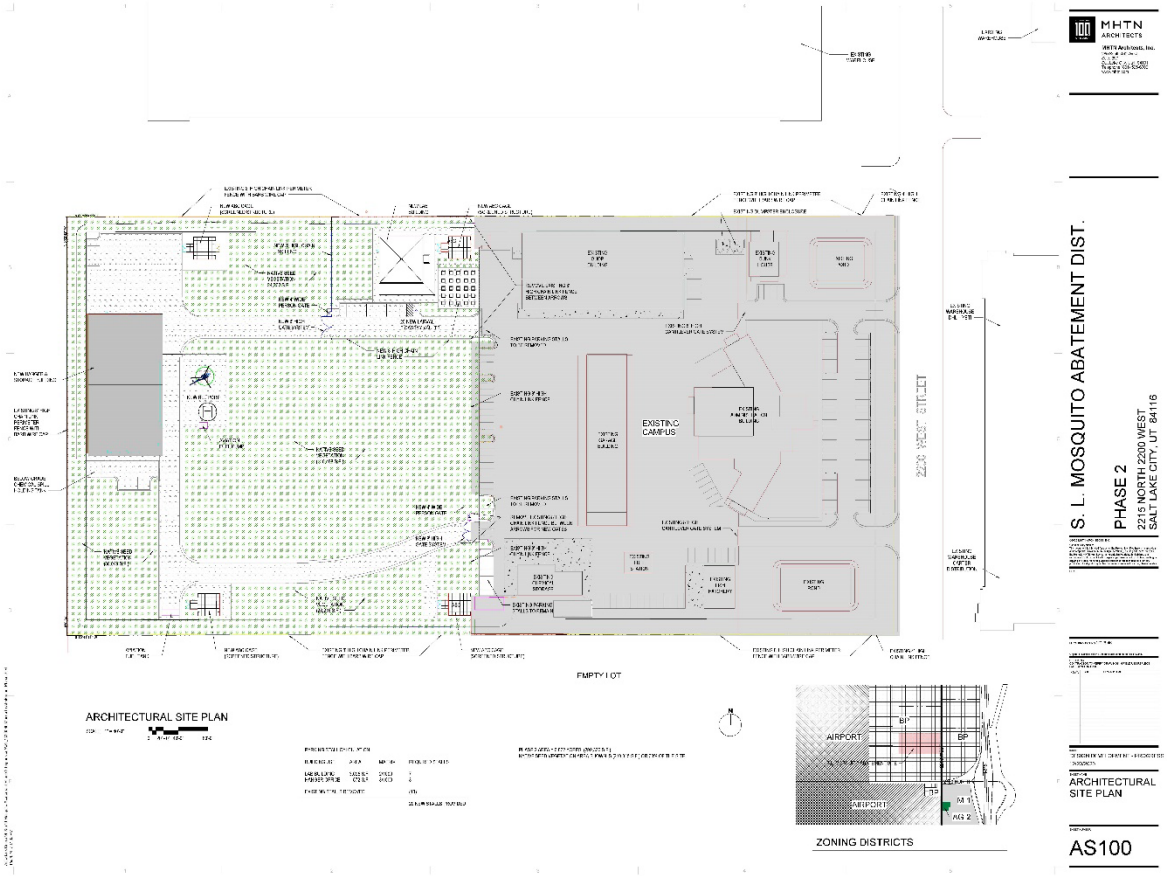
PROJECT DESCRIPTION

This Conditional Use is for a request to build a heliport in an effort to centralize and further the operations of the Salt Lake City Mosquito Abatement District (referred to as SLCMAD). The property was two separate parcels until the two were consolidated into one recently. The back half of the parcel, where the heliport is proposed, is vacant. In addition to the heliport, the project includes structures that will further the efforts of SLCMAD, including a hangar for the helicopter and a laboratory. The

hangar and the laboratory are not subject to conditional use approval as both uses are permitted in the BP District.

On January 10, 2018, SLCMAD received Conditional Use approval from the Planning Commission for a "Municipal Service Use" (PLNPCM2017-00802). The Municipal Service is located on the front 7.8 acres of the property and consists of six buildings. However, SLCMAD currently houses flight operations off-site. The applicant claims that bringing the flight operations to the same site as their research and analysis will allow them to maximize their impact on treatment areas.

Operational hours at the SLCMAD Complex will be from roughly 6:30AM when employees (40-50 during the busy season) start to arrive at the Complex and could last until 10:00PM. Most of the time, operational hours will end around 4:00PM when employees will go home for the day. Helicopter operations, however, are dependent on the weather conditions (such as wind, visibility, storms, etc.). Ideally, SLCMAD will keep helicopter operations between 7:00AM and 3:00PM but, due to variables outside of SLCMAD's control, may take place as late as 10:00PM. SLCMAD helicopter operations are also seasonal. During the mosquito control season (generally May through September), SLCMAD expects between two and three takeoffs/landings a day. During the offseason, there may be only 2-3 takeoffs/landings per month.



Proposed site plan of the SLCMAD Complex

The area of the proposed heliport and other new structures is roughly 6.87 acres (299,336'²) and will have native seed vegetation covering 70% (210,015'²). The established front setbacks of the site remain unchanged. The interior yard setbacks also remain unchanged as the structures are proposed to be in line with the existing. There are no proposed changes to the front 7.8 acres of the complex except the

removal of 10 parking spaces to accommodate a driveway to access the heliport, hangar, and laboratory. To offset the loss of 10 parking spaces, the project proposes to add 20 new parking spaces around the hangar and laboratory.

APPROVAL PROCESS AND COMMISSION AUTHORITY

Per 21A.54.010.A, conditional uses are allowed unless appropriate conditions cannot be applied that would mitigate any adverse impacts that may arise. 21A.54.060.G allows the Administrative Hearing Officer to (1) approve the conditional use, (2) approve the conditional use subject to specific modifications, or (3) deny the conditional use.

If the conditional use is denied, SLCMAD may continue operating at the site as they currently do. Additionally, they may construct the proposed hangar/warehouse and laboratory as those are both permitted uses but would be unable to operate the proposed heliport.

KEY CONSIDERATIONS

The following key considerations were identified and considered through the analysis of this proposal:

1. Compatibility with adopted master plans
2. Neighborhood compatibility and impact

Consideration 1: Compatibility with adopted master plans

The subject site is in the recently adopted Northpoint Small Area Plan. Adopted in November 2023, the small area plan calls for Light Industrial uses at the subject site. The Northpoint Small Area Plan also includes some design standards for all new development. Design Standard 2.1 is regarding landscaping and suggests that "landscaping shall consist of native, adaptive, and drought-tolerant plantings." 70% of the expansion site of the SLCMAD property will be landscaped with native vegetation. The inclusion of multiple acres worth of native vegetation can help support the water conscious development standards of the Northpoint Small Area Plan.

Guiding Principle 13, Initiative 10 of Plan Salt Lake, adopted in 2015, states that the City should "maintain a safe and healthy natural and human environment." The Salt Lake City Mosquito Abatement District employs the method of Integrated Mosquito Management (IMM) in their efforts. SLCMAD calls IMM a "thoughtful, ecologically sensitive program" to manage mosquitos. SLCMAD also states that they "will never alleviate all mosquito vectors. Rather, it is a maintenance program aimed at striking a balance to allow comfortable and healthful human existence, while protecting and maintaining the environment." Allowing SLCMAD to expand and centralize their operations will allow the City to provide a safe and healthy human and natural environment.

Consideration 2: Neighborhood compatibility and impact

The area immediately surrounding the project, if developed, is industrial in nature. Across 2200 W to the east is a large, multi-tenant warehouse that conducts shipping, receiving, and logistics. The remaining area that surrounds the subject site is vacant land. The zoning of the surrounding area is similar to that of the subject site. There are three main zoning districts that make up this area – BP Business Park, M-1 Light Manufacturing, and A Airport. The zoning districts all have similar uses with varying degrees of regulations and standards that are to be met. Furthermore, the Northpoint Small Area Plan expects the plan area will, over time, redevelop into "primarily light manufacturing with preserved open space areas," (p.33). Residential uses are limited in this area of the city with the closest residentially zoned property located roughly 2,4000 feet away.

With the Salt Lake City Internation Airport property just on the other side of 2100 N, the area is used to frequent take offs and landings of jet planes. The addition of two to three helicopter take offs and landings a day during the peak season, between the hours of 7:00AM and 3:00PM (with the possibility of operating as late as 10:00PM) would not be a noticeable increase. The areas surrounding the subject site are located within the Airport Flight Path Protection Overlay District. More specifically, the areas are located in either the A, B, or C "airport influence zone." All three of the influence zones are expected to be exposed to *at least* moderate levels of aircraft noise. Zones A and B are exposed to very high and high levels of aircraft noise, respectively. The Salt Lake City International Airport saw more than 300,000 departures and arrivals in 2023. Due to this, the impact from the noise of the helicopter does not have an unexpected or significant impact.

The location of SLCMAD is in yellow. In the lower left quadrant of the photo is the airport.

STAFF RECOMMENDATION

Based on the information and findings listed in the staff report, it is the Planning Staff's opinion that the proposal meets the applicable standards of approval and that the Administrative Hearing Officer approve the proposal as is. The proposed use complies with applicable provisions of city planning policies, documents, and plans and is compatible with surrounding uses. There are no anticipated detrimental impacts of the proposed use.

NEXT STEPS

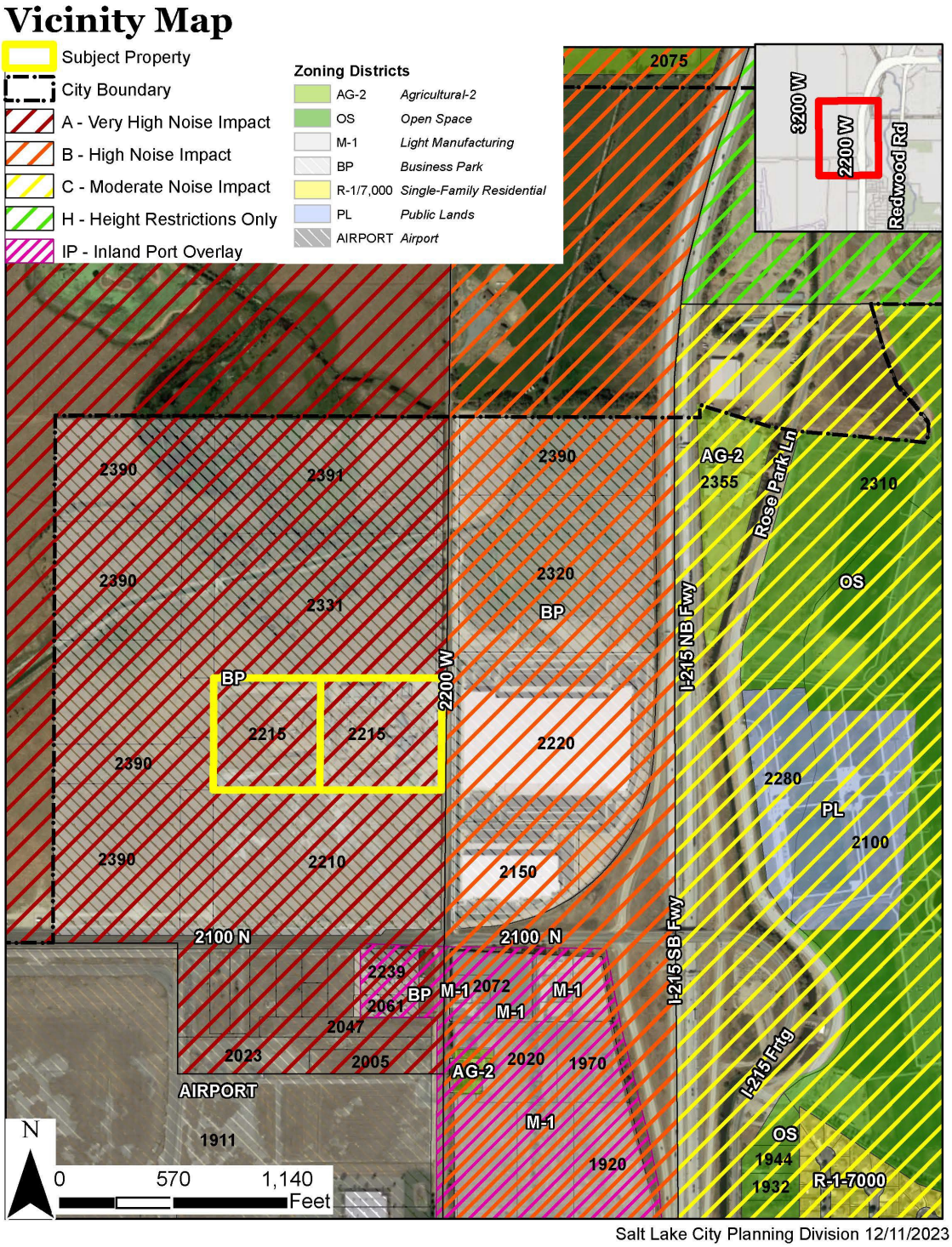
Approval of the Request

If the proposal 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. Final certificates of occupancy for the buildings will only be issued once all conditions of approval are met.

Denial of the Planned Development Request

If denied, the applicant could develop this property to the standard development standards for BP District as found in 21A.32.030. The applicant would be able to build the warehouse/hangar and laboratory buildings as proposed but would not be able to operate a heliport if denied.

ATTACHMENT A: Vicinity Map



Salt Lake City Planning Division 12/11/2023

ATTACHMENT B: Application Materials

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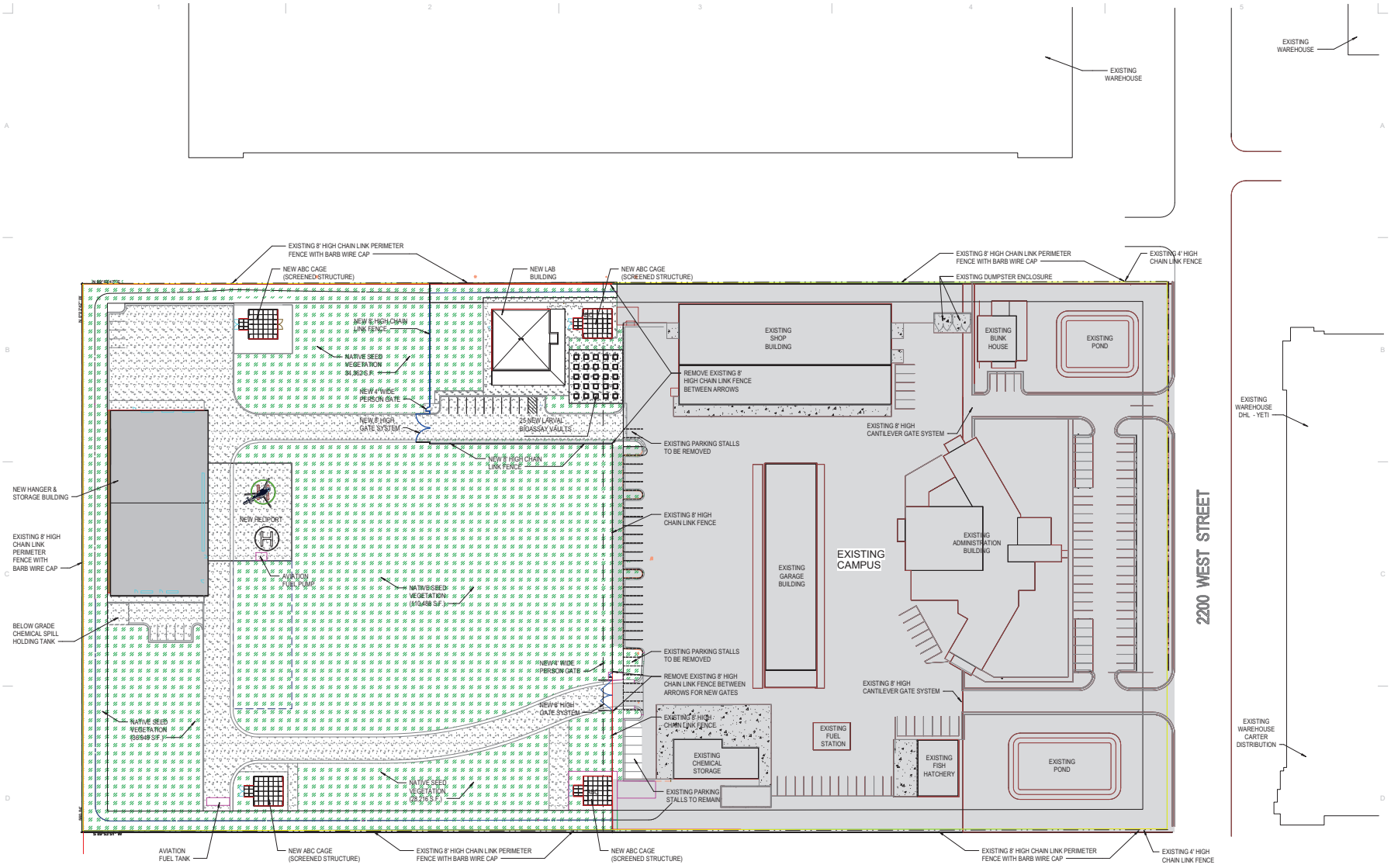


ARCHITECTURAL SITE PLAN

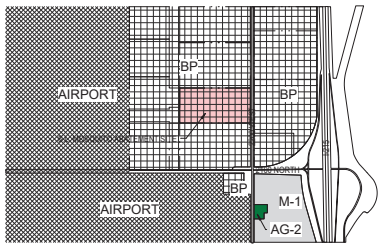
SCALE: 1" = 40'-0"

0 20'-0" 40'-0" 80'-0"

PARKING STALL CALCULATION

BUILDING USE	AREA	MATRIX	REQUIRED STALLS
LAB BUILDING	3,696 S.F.	2/1000	7
HANGER OFFICE	572 S.F.	3/1000	3
EXISTING STALLS REMOVED			(10)
			20 NEW STALLS PROVIDED

PHASE 2 AREA = 6.872 ACRES (299,336 S.F.)
NATIVE SEED VEGETATION AREA SHOWN IS (210,015 S.F.) OR 70% OF THE SITE.



ZONING DISTRICTS

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S. L. MOSQUITO ABATEMENT DIST.

PHASE 2
2215 NORTH 2200 WEST
SALT LAKE CITY, UT 84116

SEAL

MHTN PROJECT NO. 2023546

Original drawing is 30 x 42. Do not scale contents of this drawing.

REVISIONS
CONTRACTOR TO VERIFY DRAWINGS IN FIELD. USE REFLECT LAST REVISION DATE.

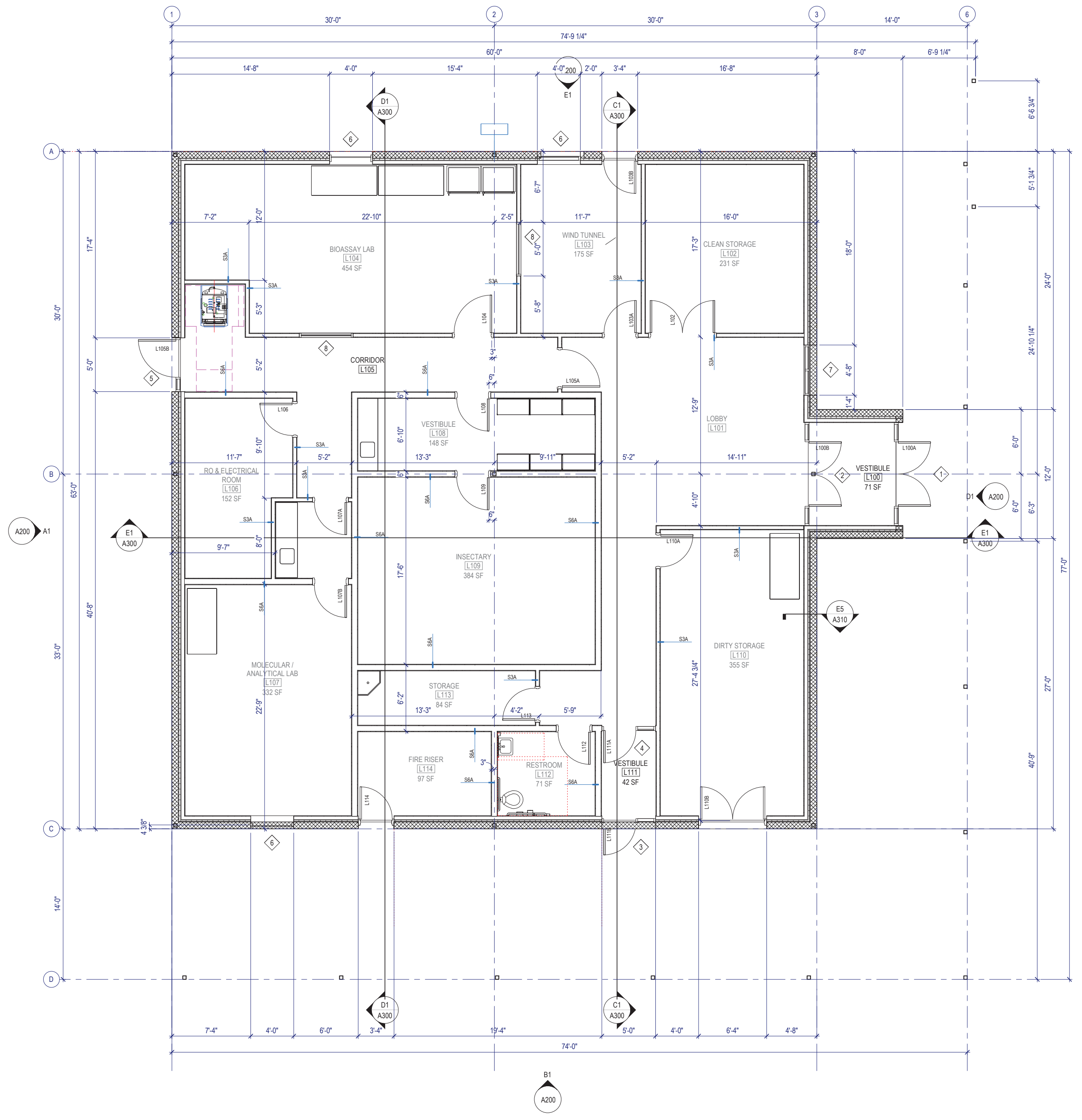
NO.	DATE	DESCRIPTION

ISSUE
DESIGN DEVELOPMENT - PROGRESS
12/20/2023

SHEET NAME
ARCHITECTURAL SITE PLAN

SHEET NUMBER
AS100

PLNPCM2023-00978



LAB BUILDING - FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

FLOOR PLAN GENERAL NOTES

References to sheets below are provided to aid in navigating the drawings.

RE: G200 for Fixture Mounting Heights.

RE: G400 for Floor, Roof and Exterior Wall Types.

RE: G500 for Interior Wall Types.

RE: G600 for typical details.

RE: AXXX for slab edges, recesses and other transitions.

RE: A600 for the Door Schedule.

RE: A620 drawings for Window Types.

RE: Structural for slab recesses.

RE: Structural for concrete scoring, except where decorative scoring is shown.

Rated Construction: Provide as shown on the plans, the Life Safety Plans and elsewhere in the documents. Seal penetrations with systems applicable to the application and that have UL or other testing agency certifications.

Keynotes: Not all keynotes apply to this sheet.

-Dirty Storage Lab approx. 300sq.ft.
-Fume Hood room approx. 480sq.ft.
-Insectary approx. 380sq.ft.
-Clean storage room approx. 230sq.ft.
-Wind tunnel lab approx. 550sq.ft
-Auxiliary / Analytical Lab approx. 300sq.ft.
-Restroom approx. 50sq.ft.
-Fire Riser room approx. 100sq.ft.

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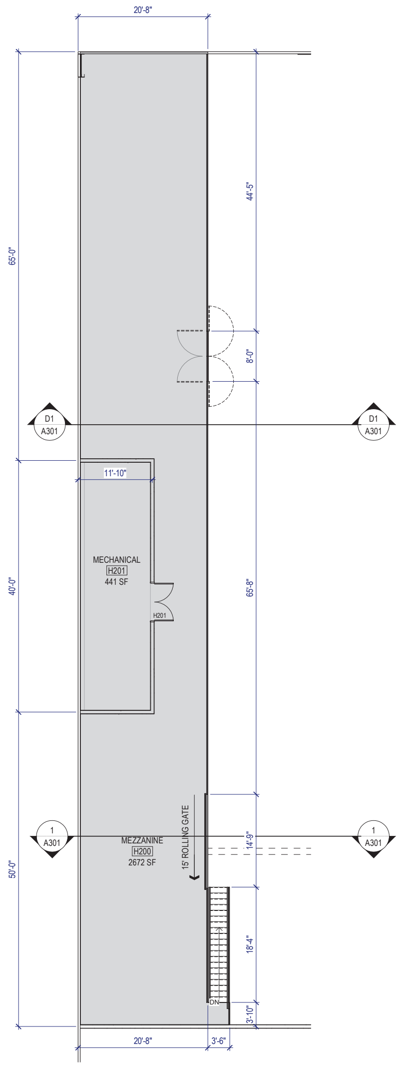
ISSUE
DESIGN DEVELOPMENT - PROGRESS
12/20/2023

SHEET NAME
LAB BUILDING FIRST FLOOR PLAN

SHEET NUMBER
A101

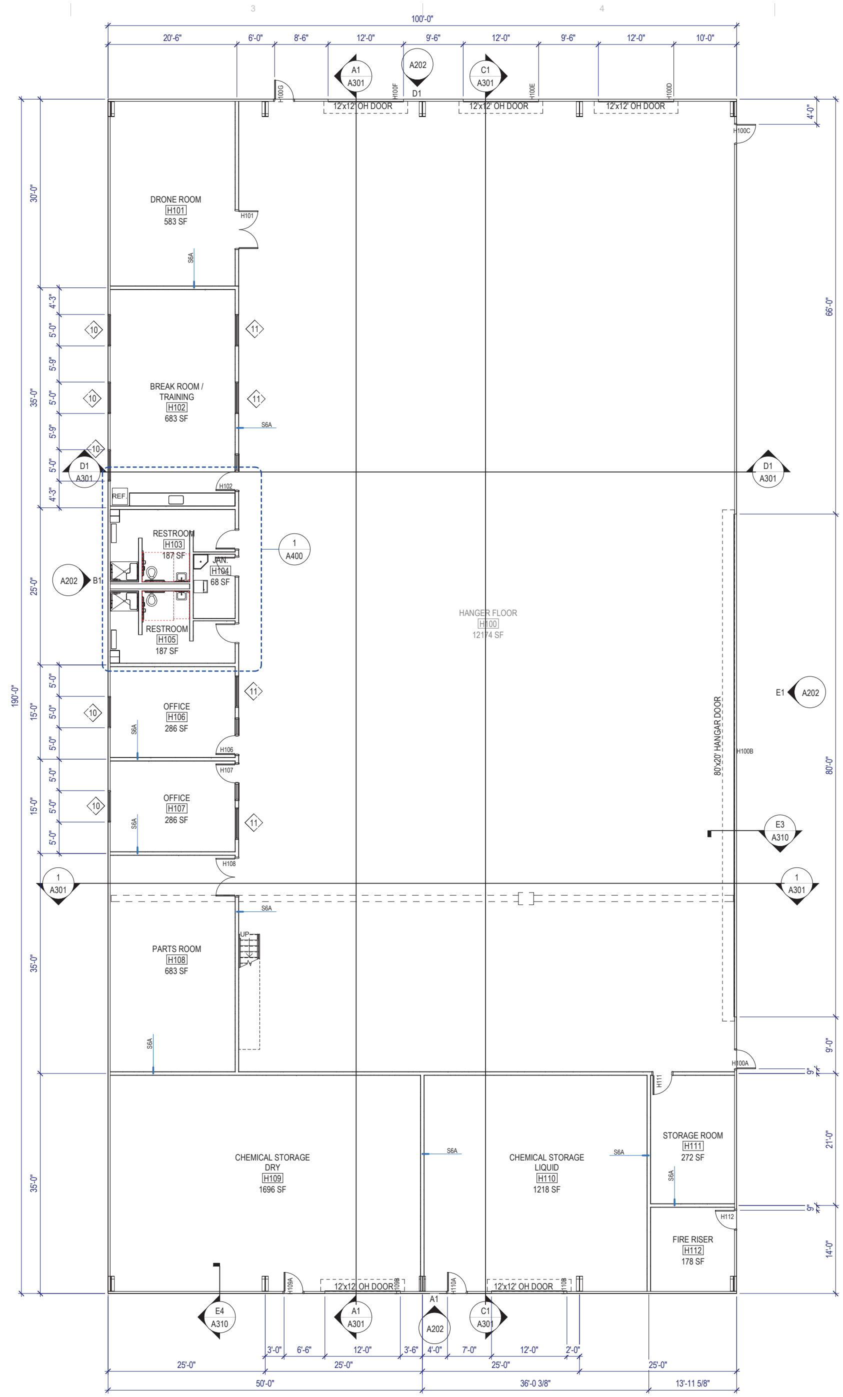
PLNPCM2023-00978



HANGER - SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 4' - 0" 8' - 0" 16' - 0"



HANGER - FLOOR PLAN

SCALE: 1/8" = 1'-0"

0 4' - 0" 8' - 0" 16' - 0"

LEGEND - FLOOR PLAN

- FEC — FIRE EXTINGUISHER + CABINET SURFACE MOUNTED
- FEC — FIRE EXTINGUISHER + CABINET SEMI-RECESSED
- FE — FIRE EXTINGUISHER
- AED — AUTOMATED EXTERNAL DEFIBRILLATOR
- CG — CORNER GUARD
- WALL MOUNTED TOILET RE: PLUMBING
- FLOOR MOUNTED TOILET RE: PLUMBING
- URINAL RE: PLUMBING
- WALL HUNG LAVATORY RE: PLUMBING
- COUNTER MOUNTED SINK RE: PLUMBING
- ELECTRICAL WATER COOLER RE: PLUMBING
- MOP SINK RE: PLUMBING

NOTE: PROVIDE ITEMS INDICATED IN THE LEGEND IN THE QUANTITIES SHOWN ON THE PLAN.

KEYNOTES

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FOR REFERENCE ONLY

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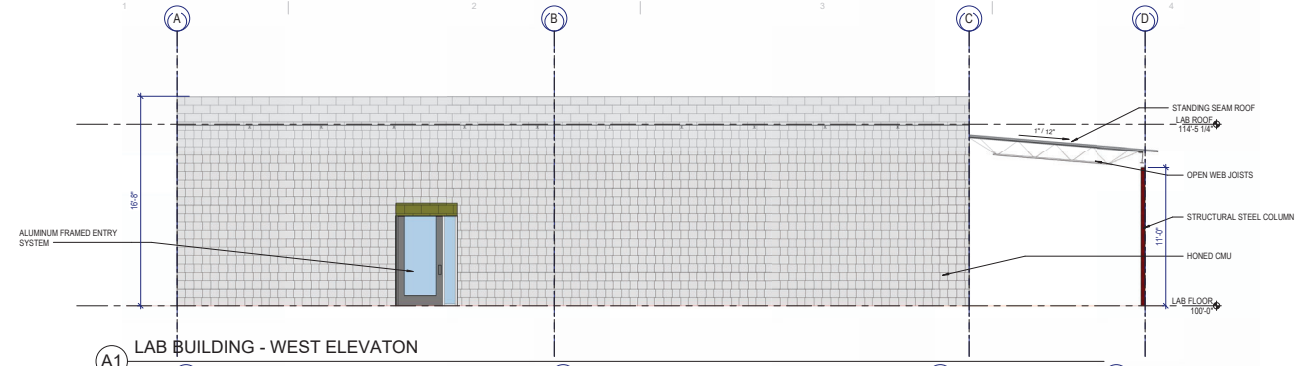
ISSUE
DESIGN DEVELOPMENT - PROGRESS
12/20/2023

SHEET NAME
HANGER FLOOR PLANS

SHEET NUMBER
A102

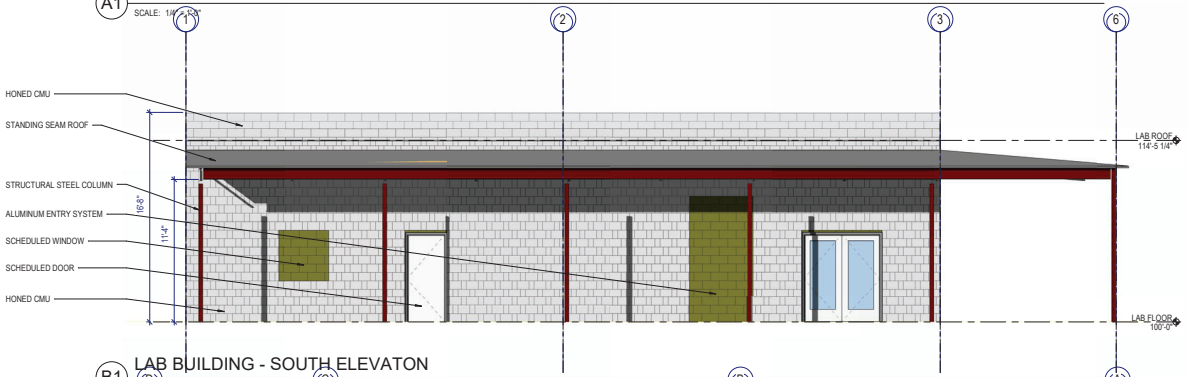
Autodesk Docs://2023546 Mosquito Abatement Phase 2 Expansion/A23_2023546 Mosquito Abatement Phase 2.rvt
1/9/2024 5:06:29 PM

PLNPCM2023-00978



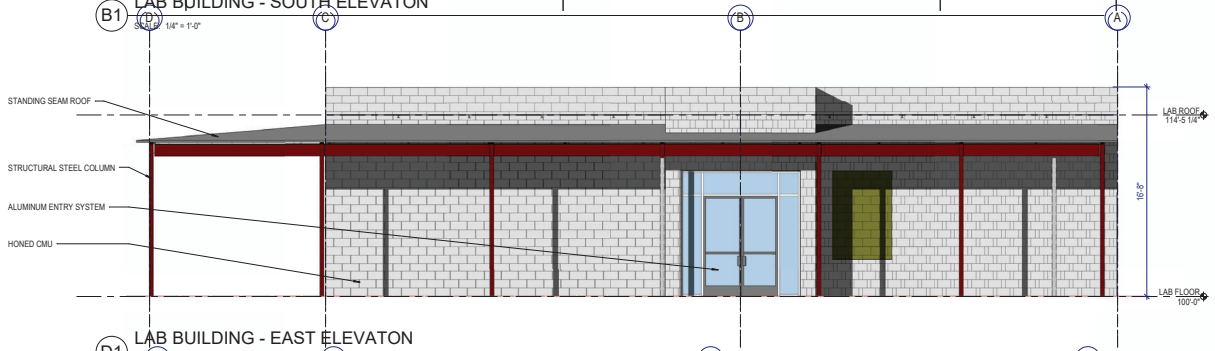
A1 LAB BUILDING - WEST ELEVATON

SCALE: 1/4" = 1'-0"



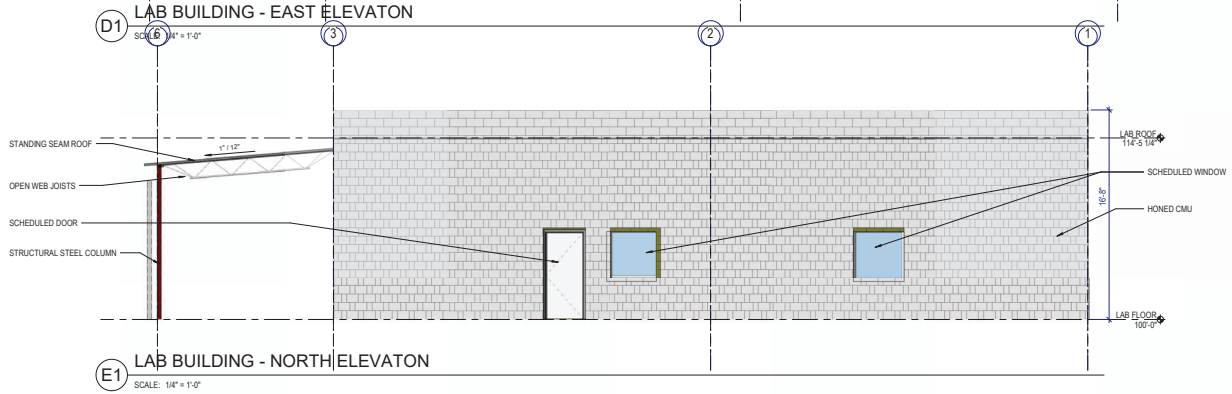
B1 LAB BUILDING - SOUTH ELEVATON

SCALE: 1/4" = 1'-0"



D1 LAB BUILDING - EAST ELEVATON

SCALE: 1/4" = 1'-0"



E1 LAB BUILDING - NORTH ELEVATON

SCALE: 1/4" = 1'-0"

EXTERIOR ELEVATIONS GENERAL NOTES

Exterior Finishes: Provide exterior finishes, continuous until a transition is indicated. Provide on all similar elements, and on surfaces not shown in elevation such as back sides of piers, columns and other surfaces that may not be visible in the elevation view.

Lighting: Coordinate wall and soffit mounted lighting locations with Electrical drawings and with the Architect prior to rough-in.

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MHTN PROJECT NO. 202346

VIEW AND PRINT THIS DRAWING IN COLOR

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NO.	DATE	DESCRIPTION

ISSUE
DESIGN DEVELOPMENT - PROGRESS
12/20/2023

SHEET NAME
LAB BUILDING EXTERIOR ELEVATIONS

SHEET NUMBER
A200

EXTERIOR ELEVATIONS GENERAL NOTES

Exterior Finishes: Provide exterior finishes, continuous until a transition is indicated. Provide on all similar elements, and on surfaces not shown in elevation such as back sides of piers, columns and other surfaces that may not be visible in the elevation view.

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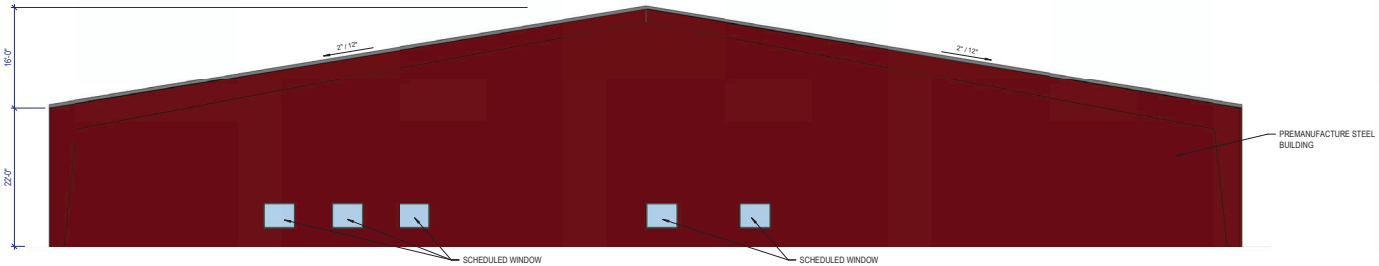
A1 HANGER - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



B1 HANGER - WEST ELEVATION
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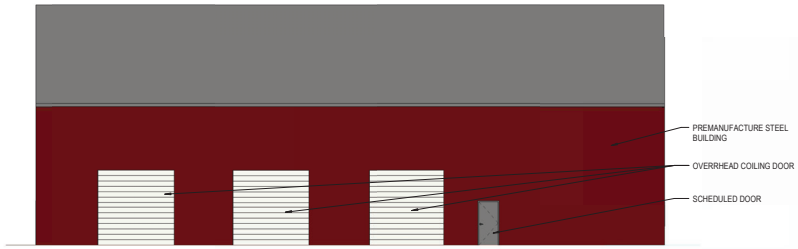
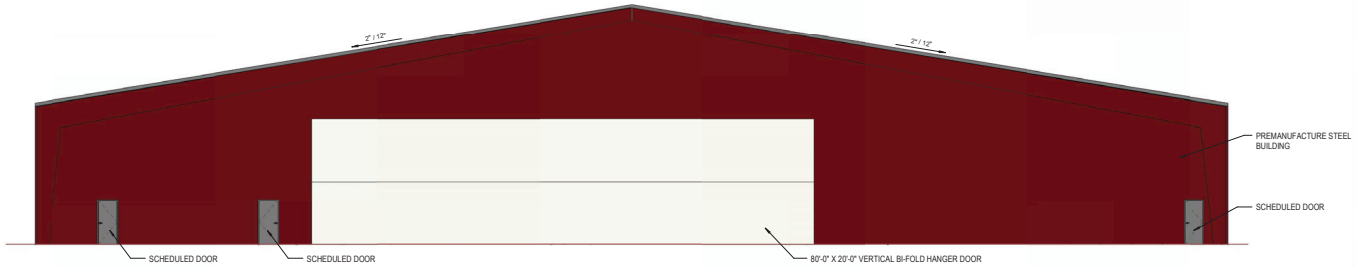


D1 HANGER - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



E1 HANGER - EAST ELEVATION
SCALE: 1/8" = 1'-0"

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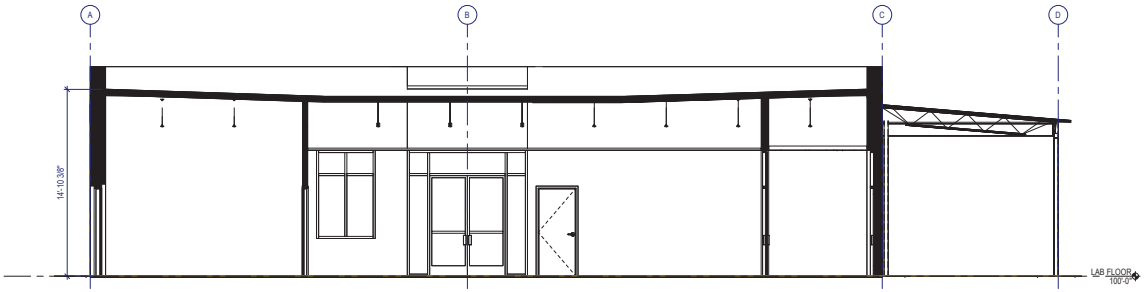
12/20/2023

SHEET NAME
HANGER EXTERIOR ELEVATIONS

SHEET NUMBER
A202



C1 LAB BUILDING - LONGITUDINAL SECTION

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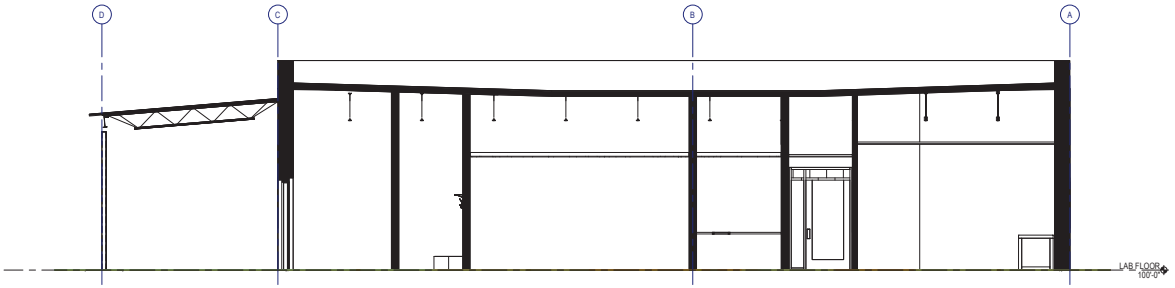

D1 LAB BUILDING - LONGITUDINAL SECTION

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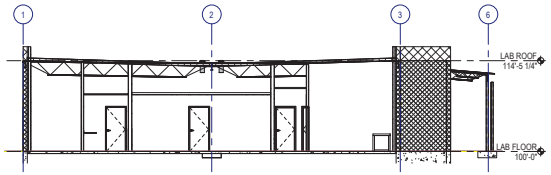

E1 LAB BUILDING - CROSS SECTION

SCALE: 1/8" = 1'-0"

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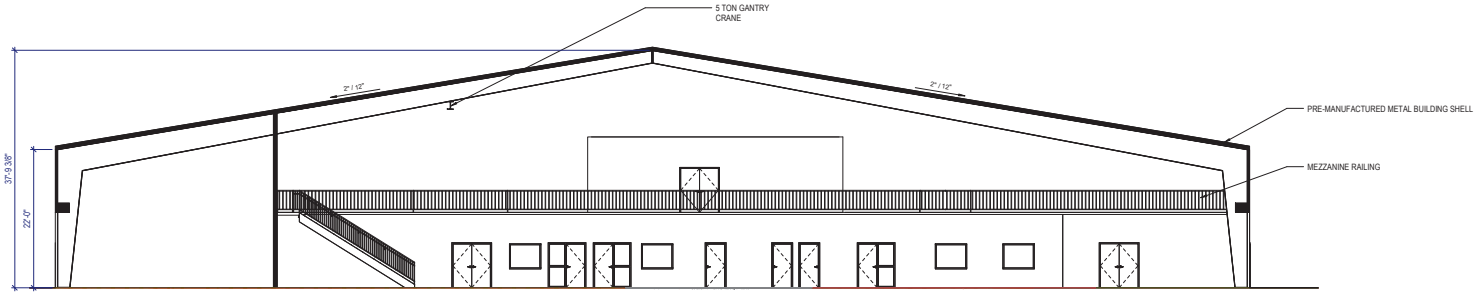
ISSUE
DESIGN DEVELOPMENT - PROGRESS
12/20/2023

SHEET NAME
BUILDING SECTIONS

SHEET NUMBER
A300



A1 HANGER LONGITUDINAL SECTION

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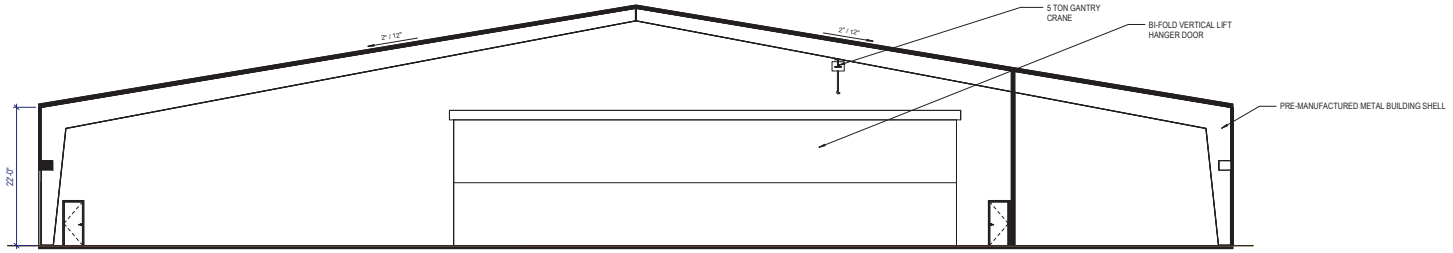
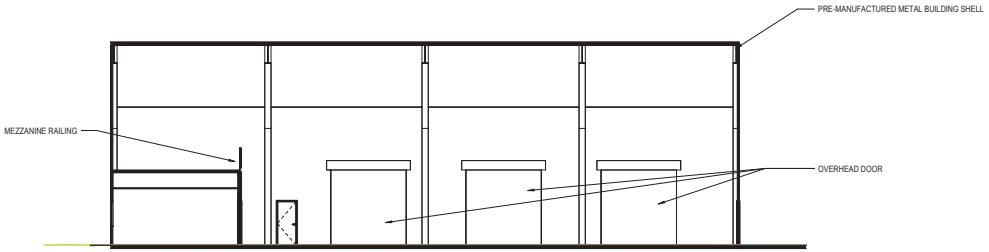


C1 HANGER - LONGITUDINAL SECTION2

SCALE: 1/8" = 1'-0"



D1 HANGER CROSS SECTION

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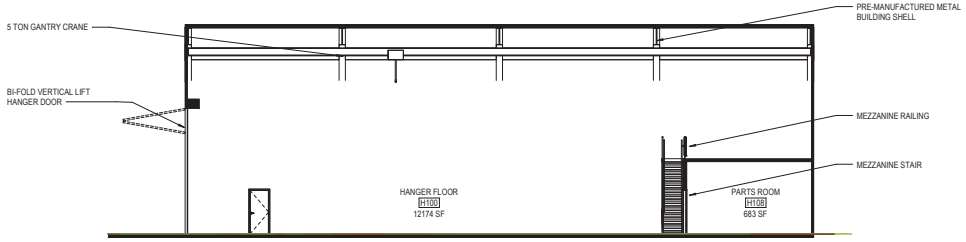

1 HANGER - CROSS SECTION

SCALE: 1/8" = 1'-0"

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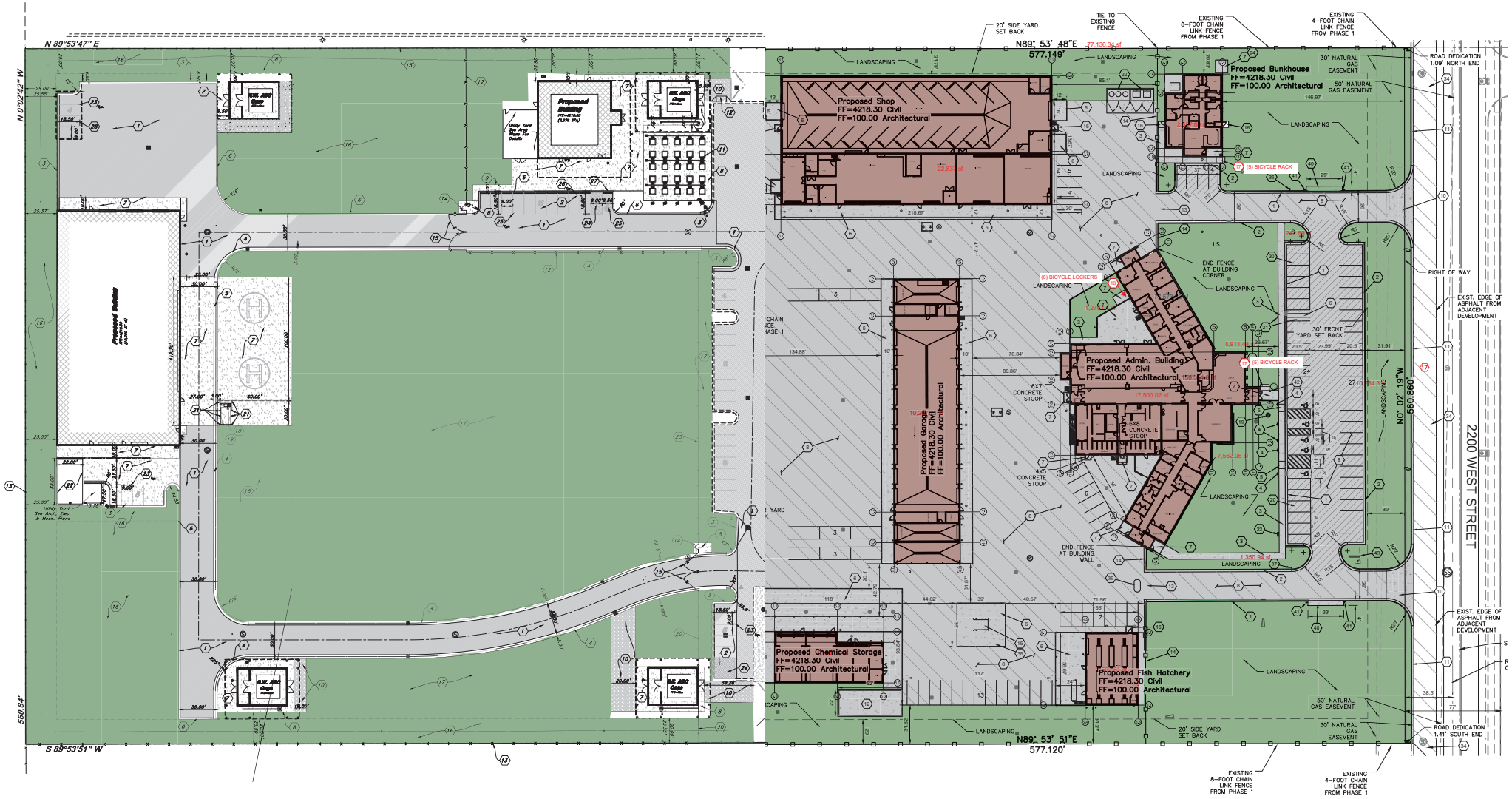
SHEET NAME
HANGER BUILDING SECTIONS

SHEET NUMBER
A301

PREMANUFACTURED ABC CAGES
(30'x30'x20' HIGH SCREENED BUILDINGS)

LARVAL BIOASSAY VAULTS
(5'x5'x3' HIGH PRECAST VAULTS)



PHASE 2 - TOTAL SITE = 299,197 S.F. = 6.87 ac

TOTAL BUILDING AREA = 27,960 S.F. = .06 ac
TOTAL LANDSCAPING = 206,021 S.F. = 4.73 ac.
TOTAL HARDSCAPE = 65,216 S.F. = 1.50 ac

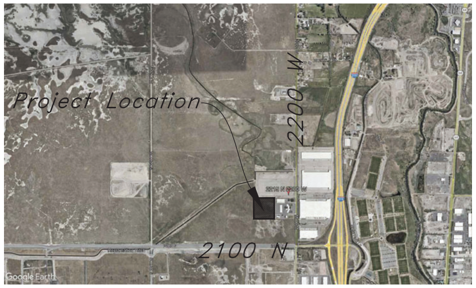
PHASE 1 - TOTAL SITE = 324,528 S.F. = 7.45 ac

TOTAL BUILDING AREA = 58,919 S.F. = 1.35 ac
TOTAL LANDSCAPING = 107,254 S.F. = 2.46 ac.
TOTAL HARDSCAPE = 158,355 S.F. = 3.64 ac

TOTAL SITE = 623,725 S.F. = 14.32 ac

TOTAL BUILDING AREA = 86,879 S.F. = 1.995 ac
TOTAL LANDSCAPING = 313,275 S.F. = 7.192 ac.
TOTAL HARDSCAPE = 223,571 S.F. = 5.132 ac

S.L.C. Mosquito Abatement District - Overall Site Plan



Vicinity Map

Not to Scale

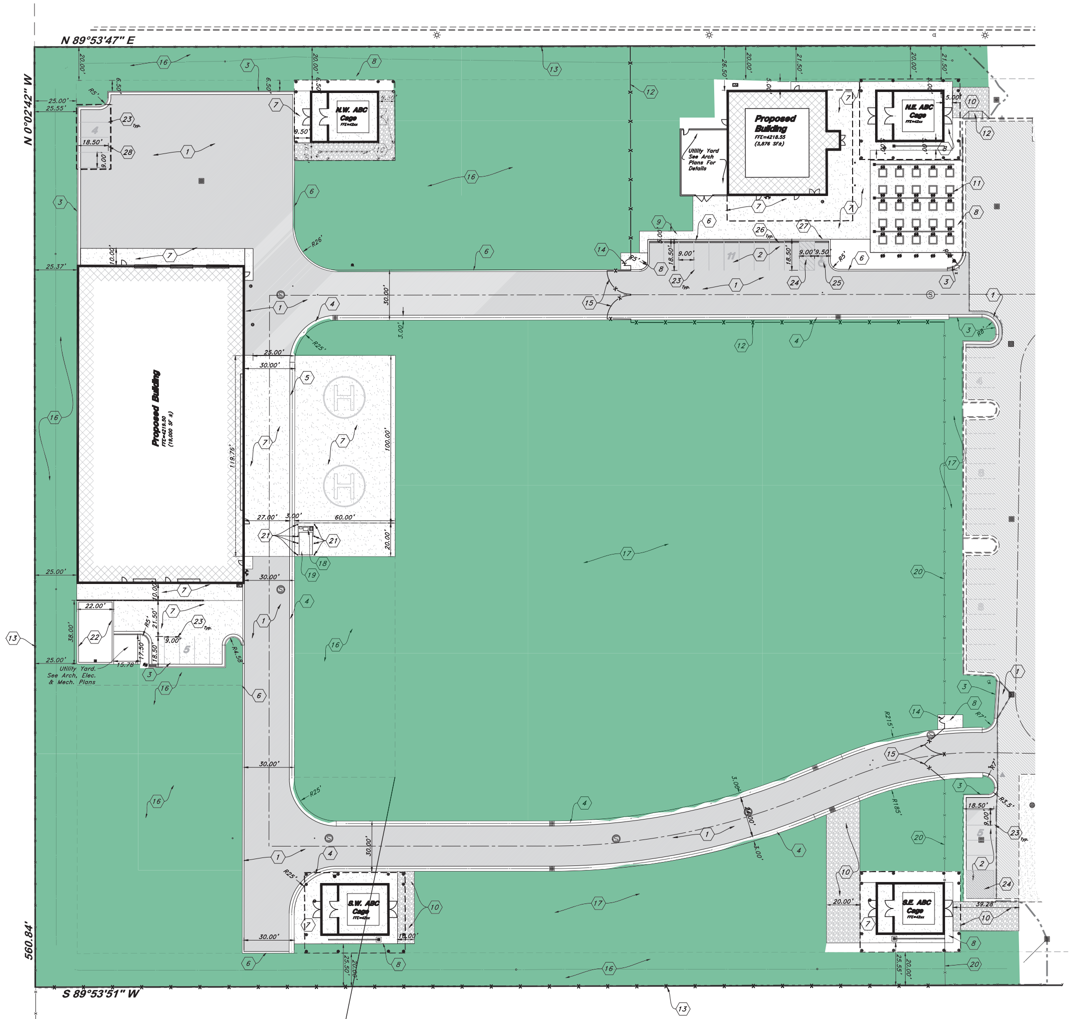
Scale: 1" = 30'

Graphic Scale: 30 0 15 30 40 50 60

Legend

(Note: All Items may not appear on drawing)

Item	Symbol
San. Sewer Manhole	(S)
Water Manhole	(W)
Storm Drain Manhole	(SD)
Cleanout	(CO)
Electrical Manhole	(E)
Catch Basins	
Exist. Fire Hydrant	
Fire Hydrant	
Fire Department Connection	
Post Indicator Valve	
Exist. Water Valve	
Water Valve	
Sanitary Sewer	—S—
Culinary Water	—W—
Gas Line	—G—
Irrigation Line	—IW—
Storm Drain	—SD—
Telephone Line	—T—
Secondary Waterline	—SW—
Power Line	—P—
Fire Line	—F—
Land Drain	—LD—
Power pole	
Power pole w/guy	
Light Pole	
Fence	—x—x—x—
Flowline of ditch	
Overhead Power line	—OHP—
Corrugated Metal Pipe	CMP
Concrete Pipe	CP
Reinforced Concrete Pipe	RCP
Ductile Iron	DI
Polyvinyl Chloride	PVC
Top of Asphalt	TA
Edge of Asphalt	EA
Centerline	CL
Flowline	FL
Finish Floor	FF
Top of Curb	TC
Top of Wall	TWL
Top of Walk	TW
Top of Concrete	TCN
Natural Ground	NG
Finish Grade	FG
Match Existing	ME
Fire Department Connection	FDC
Finish Contour	—90—
Exist. Contour	--90--
Finish Grade	95.33TA
Exist. Grade	95.72TA
Ridge Line	—R—
Direction of Flow	→
Existing Asphalt	
New Asphalt	
Heavy Duty Asphalt	
Existing Concrete	
New Concrete	
Demo'd Road Base	
Spill Curb & Gutter	
Demo Tree	
Tree To Remain in Place	



Site Data Table

324,528 (Phase 1) + 299,197 (Phase 2) = 623,725 s.f. (14,32 ac) [red annotation]

~~Total Phase I & Phase II Parcel Area = 623,725 sf (14.32 ac)~~
- Existing Total Building Area = 58,919 = (1.35 ac) = 18%
- Existing Hard Surface = 158,355 = (3.64 ac) = 49%
- Existing Landscaping = 107,254 = (2.46 ac) = 33%

Total Construction Area = 316,922 sf± (7.28 ac)

[red annotation, pointing to this figure] This number is the total amount of the site that will receive construction activities. It includes work on the Phase 1 Lot. The square footage of the Phase 2 site is 299,197 s.f.

- Total Building Area = 27,960 sf± (9%) (+ 58,919 = 86,879 s.f. = 33% of total)
  - Hanger = 19,000 sf±
  - Lab = 3,876 sf±
  - ABC Cage (NE) = 1,271 sf±
  - ABC Cage (SE) = 1,271 sf±
  - ABC Cage (SW) = 1,271 sf±
  - ABC Cage (NW) = 1,271 sf±
- Hard Surface Area = 82,941 sf± (2.55 ac) (26%) 65,216 new (17,725 is rework) + 158,355 = 223,571 s.f. = (5.13 ac) = 36% of total
- Landscaping = 206,021 sf± (4.73 ac) (69%) (+ 107,254 = 313,275 s.f. = (7.19 ac) = 50% of total)

Total Phase I Campus Parking = 118 Stalls
- ADA Parking = 7 Stalls (4 Van)

Total Phase I & II Campus Parking = 129 Stalls
- Existing to Remain = 104 Stalls
- Existing to be Removed = -14 Stalls
- Proposed Parking = 25 Stalls
- Total ADA Parking = 8 Stalls
  - Existing ADA Parking = 7 Stalls (4 Van)
  - New ADA Parking = 1 Stall (1 Van)

	Note	Detail Reference
1	Construct Heavy Duty Asphalt Paving	6/CD500
2	Construct Light Duty Asphalt Paving	10/CD500
3	Construct 24" Curb & Gutter	7/CD500
4	Construct 36" Waterway	15/CD500
5	Construct 36" Flush Paving	
6	Construct 12" Flush Curb	15/CD500
7	Construct 6" Thick Concrete Paving	See Mechanical Plans
8	Construct 4" Thick Concrete Paving	3/CD500
9	Construct Concrete Sidewalk	2/CD500
10	Construct Gravel Roadbase, 8" Thick	14/CD500
11	Biolarval Vaults In 5'x5' Grid, See Arch. Plans	See Arch. Plans
12	Construct 6' Fence, See Arch. Plans	See Arch. Plans
13	Construct 8' Fence w/ Barbed Wire, See Arch. Plans	See Arch. Plans
14	Construct Mangate. See Arch. Plans	See Arch. Plans
15	Construct Vehicle Gate. See Arch. Plans	See Arch. Plans
16	Landscaping. Stock Piled Soil From Exist. Site Stockpiles Not To Be Used In This Area	
17	Landscaping. Stock Piled Soil From Exist Site Stockpiles May Be Used In This Area	
18	Fuel Pump. Coordinate w/ Arch & Mech Plans	See Arch & Mech Plans
19	Fuel Tank. Coordinate w/ Arch & Mech Plans	See Arch & Mech Plans
20	Existing Fence To Be Removed & Replaced	
21	Construct Bollard	1/C500
22	Construct Concrete Spill Containment Structure	See Grading Plan & Section
23	Construct Striping	13/C500
24	Construct No Parking Or Crosswalk Striping	See Arch. Plan
25	Construct ADA Parking	8/C500
26	Construct Wheel Stop	11/C500
27	Construct ADA Sign	5/C500
27	Construct Parking Canopy	See Arch. Plan

GENERAL SITE NOTES:
1. Stalls designated as accessible will require a painted accessible symbol and sign. (See Details)
2. Fire lane markings and signs to be installed as directed by the Fire Marshall.
3. Aisle markings, directional arrows and stop bars will be painted at each driveway as shown on the plans.
4. Building sidewalks, ramps, and bollards are building contractor responsible items. See architectural plans.
5. All dimensions are to back of curb unless otherwise noted.

ALL CONSTRUCTION TO CONFORM TO CITY STANDARDS AND SPECIFICATIONS IN RIGHT OF WAY

S.L.C. Mosquito Abatement District - Phase 2 - Site Plan

MHTN ARCHITECTS
MHTN Architects, Inc.
280 South 400 West
Suite 250
Salt Lake City, Utah 84101
Telephone (801) 595-6700
www.mhtn.com

GREAT BASIN ENGINEERING INC
5746 South 1475 East · Suite 200
Ogden, Utah 84403 Main (801)394-4515
S.L.C (801)521-0222 FAX 801-392-7544
WWW.GREATBASINENGINEERING.COM

Salt Lake City Mosquito Abatement District

SLC MOSQUITO ABATEMENT DISTRICT PHASE 2

2215 NORTH 2200 WEST
SALT LAKE CITY, UT 84116

SEAL

MHTN PROJECT NO. 2023546

Original drawing is 30 x 42. Do not scale contents of this drawing.

REVISIONS
CONTRACTOR TO VERIFY DRAWINGS IN FIELD USE REFLECT LAST REVISION DATE.

NO. △	DATE	DESCRIPTION

ISSUE
DESIGN DEVELOPMENT
02/23/2024

SHEET NAME
SITE PLAN

SHEET NUMBER
C100

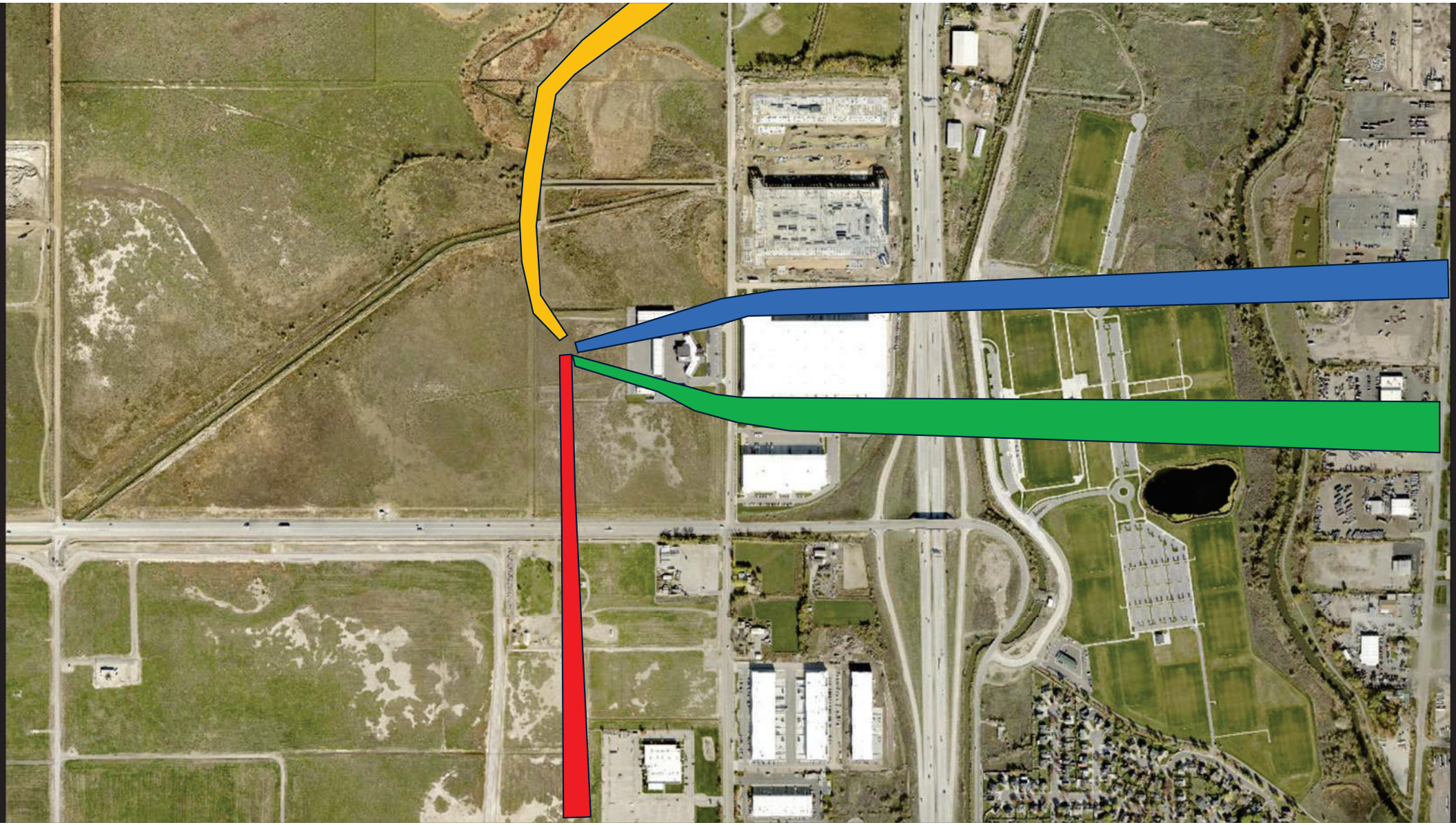
These are the proposed (4) take off and landing routes in and out. The majority of time we would go East before going West.

The goal with all of these routes is that we will be able to fly into the wind as much as possible during take off and landing, because it will help with lift / power requirements. Once we get above a certain speed the headwind is not as crucial, but during the slower portions of take off and landing it is important to have that headwind.

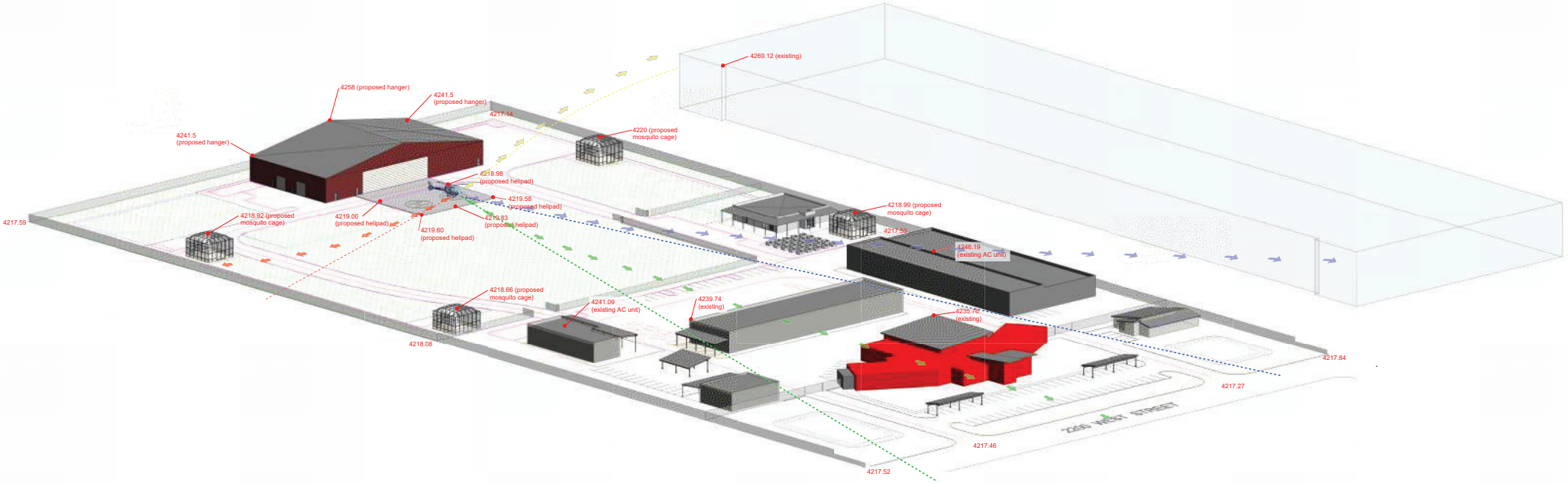
S.L. MOSQUITO ABATEMENT PROPOSE TAKE-OFF AND LANDING ROUTES

These are the proposed (4) take off and landing routes in and out. The majority of time we would go East before going West.

The goal with all of these routes is that we will be able to fly into the wind as much as possible during take off and landing, because it will help with lift / power requirements. Once we get above a certain speed the headwind is not as crucial, but during the slower portions of take off and landing it is important to have that headwind.



S.L. MOSQUITO ABATEMENT PROPOSE TAKE-OFF AND LANDING ROUTES



S.L.C. MOSQUITO ABATEMENT DISTRICT - PHASE II

S.L. Mosquito Abatement

Write a description for your map.

Legend

Salt Lake Mosquito Abatement

S.L. Mosquito Abatement

Write a description for your map.

Legend

Salt Lake Mosquito Abatement

PLNPCM2023-00978

MHTN
ARCHITECTS

Transmittal Letter

To:	Salt Lake City Planning & Zoning
From:	Greg Beecher
Date:	12/5/2023
Project:	S.L. Mosquito Abatement District Phase 2
Project No.:	**2023546**
Subject:	Conditional Use Permit

Comments:

The purpose of the Conditional Use permit is to construct a hangar and a heliport for the Salt Lake City Mosquito Abatement District (SLCMAD), on the West portion of their existing facility at 2215 North 2200 West in Salt Lake City, Utah which will bring all their operations to one location, allowing them to conduct research and analysis to maximize their impact to treatment areas.

SLCMAD needs a facility where they can house their aviation equipment and expand their flight operations for future demands and future equipment needs. This new facility would make way for SLCMAD to introduce a new level of service in their testing and treatment methods, and flexible in its design to allow them to modify and change their operations and procedures for future testing needs and treatment methods. The functionality of the hangar facility will be designed to be used and operated in an emergency event if needed by authorities having jurisdictions.

The operational hours of this facility would be from 7:00 a.m. to 10:00 p.m. This facility does not have frequent visitors. Outdoor activities of this facility would include the take-off and landings of their helicopter to perform treatment applications throughout the day. See attached approach and landing diagram. This has been submitted to the FAA for approval and is currently in review. The addition of this facility would not increase the water usage since it would be the same people in the current facility using the new portions in a different manner than they currently do. No existing trees will be removed from the existing property to allow this expansion. Grading of the West half of the site will be done to slope the internal grades to the East and towards the center to utilize the existing storm sewer system and the existing retention ponds. It has been determined that the existing piles of dirt on the Western half of the property are from the original facility construction and can be used to fill in and even out the grades as required. They cannot be used for structural fill but are adequate for general fill requirements. With the ability to tie into the newly installed storm sewer system along 2200 West, this will also allow for better controlled drainage from the site. Salt Lake Public Utilities was involved in the early discussions on the lot consolidation as well as the proposed drainage plan. All lighting will be in compliance with night sky requirements.

This project is in the BP Zone which has Heliport listed in the Conditional Use Table as being allowed with Conditional Use. This property is bordered by large warehouse buildings, also in the BP Zone, that should see no impact on their ability to conduct their business. Due to the proximity to the Salt Lake International Airport, the noise generated by take-off and landings from this sight should have little impact on the noise levels to the neighbors. No new approaches to the property are required or planned.

S.L. Mosquito Abatement District – Phase 2
Conditional Use Questions

- What are the anticipated peak hours for the proposed use? Peak hours refer to the hours of the day with the highest number of customers, employees, deliveries, or activities. What about employees? Deliveries? Activities (such as take-off, landing, etc)?
  It is important to note that operations at this facility are very seasonal. During the winter they operate with a staff of around 10-15 employees but during the summer that number can go up to 45-50 employees. This higher number of employees starts to happen around May and will go into September at which point they usually start going back down to just the smaller full-time staff.

  On an average day in the mosquito season, the peak hours would probably include employees arriving at around 0630. After arriving at the facility most employees will load up and head back out into the field via trucks around 0730 to 0800. Then they will be out in the field working until around 1400 and be leaving the facility to go home around 1500-1600.
  There are not many large truck deliveries throughout the year, so it is not predicted to add much to the traffic in the area.

  The helicopter operation will be weather dependent. It is anticipated to keep it in the hours of 0700 to 1500, but that could be adjusted based on wind speed and visibility. They will not operate in low visibility, storms, or high wind speeds because all of those will influence the ability to apply the mosquito control products to the desired areas. If the weather is not allowing for operating at normal hours the operation may be pushed to a later hour which is one reason for the 2200-hour time listed. Another reason is a potential future need for operations to apply adult mosquito control products at sunset.

- How frequent will take off and landings take place?
  During the mosquito control season, the estimated average take off and landings per day would only be around 2-3, and during the winter maybe only 2-3 per month. It is planned to field reload the larval mosquito control products which will help keep the number of operations from the facility down to a minimum by limiting back and forth trips to the hangar for reloading.

- Is there enough space on the site to provide adequate movement, queueing, and storing of vehicles? The space should be based on the anticipated trip generation of similar uses in a similar environment either in Salt Lake City or in similar cities.
  The existing portion of the campus is used for most of the daily movement, queuing and storage of vehicles and appears to work well. This expansion is primarily to provide space for the new helicopter that Mosquito Abatement wants to purchase and provide optimal separation between the ABC cages to improve their daily mosquito control testing and operations.

- How will the waste generated by the use be stored and handled on site? How will it be removed from the site?
  There is an existing trash enclosure on the existing campus between the existing bunk house and existing shop building that will provide adequate space for any additional waste from the hanger and Lab building. Mosquito Abatement District has a current contract with a local waste disposal company to haul it away on a regular basis.

- What is the anticipated amount of water consumption of the proposed use?
  We have used 0.12 gallons/day per square foot to estimate water consumption. We did not think this would apply to most of the hanger building so we only took off the office/toilet rooms/storage areas of that building. Using the approach above we came up with the following:

  Lab Building: 3750 sf
  Hanger Bldg (reduced area): 6500 sf

  Total Area for calc: 10,250 sf
  0.12 gpd/sf: 1230 gallons per day

- What is the anticipated level of emissions generated by the proposed use?
  What information are you looking for on the emissions questions? We are not sure if you are asking us to estimate the tons of CO2 per year, or the PPM of NOx for the burners on gas fired equipment. PPM of NOx is a value available for boilers, but it is not a number readily available for the other equipment anticipated for this project (RTUs, Radiant Tube Heaters, Water Heaters). We estimated an EUI of 115 kBtu per square foot per year for the Lab and Hanger buildings. We assumed a 60/40 split, gas to electric energy with the following conversion factors from the EPA to get our emissions estimate:

  Gas: 0.0053 Metric Tons of CO2 per Therm per year
  Electricity: 4.33 x 10^-4 Metric Tons of CO2 per kWh per year
  Our estimate for a ballpark general emission for the project is 245 Metric Tons of CO2 per year.

- Will the proposed use produce any dust, odor, smoke, noise, vibrations, or use any chemicals, toxins, heat, or radiation? If so, how will the impact be addressed? Has the applicant been in contact with the regulatory agency that regulates the specific impact?
  The two items of concern here would be the noise and the chemicals used in their daily research and impact of treatments of mosquitos. Noise from the helicopter take offs and landings will be less than the neighbors are used to with the neighbor to the Southwest being the Salt Lake International Airport. The Chemicals being used on this site are already in use with the existing campus and have met regulatory requirements.

- Are there access conflicts caused by the location or proximity of walkways, sidewalks, driveways, public streets or public spaces? Are there access conflicts caused by the any proposed or existing structure on the property or adjacent to the property? (Any existing conflicts)?
  There does not appear to be any existing conflicts with the location or proximity of walkways, sidewalks, driveways, public streets, or public spaces. No new access points are being added with this expansion.

- How will the proposed use be separated from adjacent land uses? What screening or buffering features will be provided to reduce any impact identified in these questions?
  The property is separated with an 8-foot-high chain-link fence with a coil of barbed wire at the top on three sides. The noise levels will blend in with the surrounding airport noises and the chemicals being used and stored are properly contained.

ATTACHMENT C: BP Business Park Zoning Standards

Standard	Required	Proposed	Findings
21A.32.030.C.1 – Minimum lot area	20,000sqft	623,779sqft	Complies
21A.32.030.C.2 – Minimum lot width	100ft	561ft	Complies
21A.32.030.D – Maximum building height	60ft	Hangar: 30ft Lab: 16ft8in	Complies
21A.32.030.E – Minimum open space	Not less than 15%	- 69% of phase 2 - 50% of total site	Complies
21A.32.030.E.1 – Vegetation	33% of total lot area	- 69% of phase 2 - 50% of total site	Complies
21A.32.030.F.1 – Front yard	30ft	Front yard is existing and is not changing	Complies
21A.32.030.F.4 – Rear yard	25ft	25ft	Complies
21A.32.030.F.3 – Interior side yards	20ft	20ft	Complies
21A.32.030.G.1 – Landscaped front yard	30ft	Existing front yard is not changing	Complies
21A.32.030.G.3 – Landscaped interior side yard	8ft	20ft	Complies
21A.32.030.G.4 – Landscaped rear yard	8ft	25ft	Complies
21A.32.030.I.1 – Enclosed operations	All principal uses must take place entirely within enclosed buildings	All activities are within enclosed buildings except for the take offs/landings of the helicopter	Complies
21A.44.040 – Parking Requirements	- Office: 3 per 1,000sq = 42 stall - Lab facilities: 2 per 1,000sqft = 14 spaces	129 spaces total provided	Complies

	- Shared housing: ½ space per unit = 2 spaces required - Warehouse: no minimum - Automobile repair: 2 per 1,000sqft of office + 1 per service bay = 6 stalls - Car wash: no minimum - Chemical storage: 1 per 1,000sqft = 3 spaces - Airport has ok'd parking proposal		
21A.44.040.E – Bicycle parking	- Industrial uses require 1 bicycle parking space per 15,000sqft of usable floor area = 3.7 spaces - 1 per 5 dwelling units for residential = 1 space - 1 per 10,000sqft of usable floor area public/institutional/civic/commercial uses = 2 spaces required	16 bicycle stalls exist on site currently, 10 located outside of buildings, 6 located inside	Complies
21A.44.070 – off street loading area	25,001 - 50,000 = 1 long 50,001 - 100,000 = 2 long Each additional 100,000 = 1 long	Multiple loading berths already exist on site.	Complies
21A.37.060.F Design Standards – parking lot lighting	Parking Lot Lighting: If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to sixteen feet (16') in height and the globe must be shielded and the lighting directed down to minimize light encroachment onto adjacent residential properties or into upper level residential units in multi-story buildings. Lightproof fencing is required adjacent to residential properties.	Not applicable.	Parking lot is not adjacent to a residential district or land use. Complies.

ATTACHMENT D: Conditional Use Standards

An application for a conditional use is required by city code 21A.54 and Utah Code 10-9a-507 to be approved if the proposal complies with the adopted standards of review and if any reasonably anticipated detrimental impact can be mitigated. Under Utah Code 10-9a-507, the standards must be objective and mitigating any reasonably anticipated detrimental impact is required to be interpreted to mean reduce, not eliminate, the impact.

The Finding for each standard is the recommendation of the Planning Division based on the facts associated with the proposal, the discussion that follows, and the input received during the engagement process. Input received after the staff report is published has not been considered in this report.

21A.54.080.A: Approval Standards
Standard 1: The use complies with applicable provisions of this title;
Finding: Complies
Discussion: A heliport is an approved use subject to CU approval.
Condition(s): None
Standard 2: The use is compatible, or with conditions of approval can be made compatible, with surrounding uses
Finding: Complies
Discussion: The location of the heliport is close to the airport and industrial uses. There are no residentially zoned properties nearby.
Condition(s): None
Standard 3: The use is consistent with applicable adopted city planning policies, documents, and master plans; and
Finding: Complies
Discussion: The Northpoint Small Area Plan (adopted 2023) calls for Light Industrial on these two specific parcels. The activities that SLCMAD does can be classified as light industrial.
Condition(s): None
Standard 4: The anticipated detrimental effects of a proposed use can be mitigated by the imposition of reasonable conditions
Finding: Complies
Discussion: Operational hours of 7am to 10pm, take offs are estimated to be 2-3/day during peak season. Noise pollution is expected to be less than what the airport produces. The area is also in the Airport Flight Path Protection Overlay, meaning the surrounding area should anticipate noise pollution at moderate to very high levels. Flights will generally take place between 7am & 3:30pm but it is dependent on visibility, weather, wind speeds, etc.
Condition(s): None

21A.54.080.B: Detrimental Effects Determination
1. This title specifically authorizes the use where it is located;
Finding: No Detrimental Impact
Discussion: Heliport is a conditional use at the proposed site.
Condition(s): None
2. The use is consistent with applicable policies set forth in adopted citywide, community, and small area master plans and future land use maps;
Finding: No Detrimental Impact
Discussion: The Northpoint Small Area Plan (adopted 2023) calls for Light Industrial on these two specific parcels.
Condition(s): None
3. The use is well suited to the character of the site, and adjacent uses as shown by an analysis of the intensity, size, and scale of the use compared to existing uses in the surrounding area;
Finding: No Detrimental Impact
Discussion: SLCMAD already has their base of operations at this location. This proposal is to have all operations at the same site. Being just northeast of the airport, this project is compatible with the surrounding area.
Condition(s): None
4. The mass, scale, style, design, and architectural detailing of the surrounding structures as they relate to the proposed have been considered;
Finding: No Detrimental Impact
Discussion: The proposed structures are in line with the existing structures on site and keep the same interior side yard setbacks. The proposed buildings meet all required zoning standards.
Condition(s): None
5. Access points and driveways are designed to minimize grading of natural topography, direct vehicular traffic onto major streets, and not impede traffic flows;
Finding: No Detrimental Impact
Discussion: No new access points or driveways are proposed onto major streets.
Condition(s): None
6. The internal circulation system is designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic;

Finding: No Detrimental Impact
Discussion: The internal circulation system is remaining unchanged from the existing system except for a new road to access the heliport.
Condition(s): None
7. The site is designed to enable access and circulation for pedestrian and bicycles;
Finding: No Detrimental Impact
Discussion: The site is accessible by both pedestrians and bicycles. There is a sidewalk along 2200 West as well as an on-street bicycle lane that is deemed to have a comfort rating of "Medium" by the 2019 Salt Lake City & County Bikeways Map. SLCMAD also provides ample bicycle parking on site.
Condition(s): None
8. Access to the site does not unreasonably impact the service level of any abutting or adjacent street;
Finding: No Detrimental Impact
Discussion: No impact as the site is currently used and no new access points are proposed. Roughly 40-50 employees during peak season (May-September) will be accessing the site in the early morning and evening.
Condition(s): None
9. The location and design of off street parking complies with applicable standards of this code;
Finding: No Detrimental Impact
Discussion: All proposed parking meets the standards.
Condition(s): None
10. Utility capacity is sufficient to support the use at normal service levels;
Finding: No Detrimental Impact
Discussion: The applicant has been in contact with SLCPU and is working closely with them. SLCPU has no issues with the proposal.
Condition(s): None
11. The use is appropriately screened, buffered, or separated from adjoining dissimilar uses to mitigate potential use conflicts;
Finding: No Detrimental Impact

Discussion: An 8ft chain link fence with barbed wire exists on site already. There are no dissimilar uses that exist and the future land use map in the Northpoint Small Area Plan does not call for any zoning designation that would lead to dissimilar uses nearby.
Condition(s): None
12. The use meets city sustainability plans, does not significantly impact the quality of surrounding air and water, encroach into a river or stream, or introduce any hazard or environmental damage to any adjacent property, including cigarette smoke;
Finding: No Detrimental Impact
Discussion: The proposed use meets city sustainability plans and does not have an impact to surrounding properties.
Condition(s): None
13. The hours of operation and delivery of the use are compatible with surrounding uses;
Finding: No Detrimental Impact
Discussion: The hours of operations are less than that of the airport. Deliveries will be minimal. Take offs and landings are estimated to be 2-3/day in peak season and 2-3/month in the off season. Anticipated times of helicopter operation is 7AM – 3PM but it is dependent on the weather.
Condition(s): None
14. Signs and lighting are compatible with, and do not negatively impact surrounding uses;
Finding: No Detrimental Impact
Discussion: No signs are proposed with this conditional use.
Condition(s): None
15. The proposed use does not undermine preservation of historic resources and structures.
Finding: No Detrimental Impact
Discussion: This property is not located in a local historic district nor is a historic structure located on the property.
Condition(s): None

ATTACHMENT E: Public Process and Comments

Public Notice, Meetings, Comments

No public comments were received regarding this proposal. The following is a list of public input opportunities related to the proposed project since the application was submitted:

- December 15, 2023 – Property owners and tenants within 300' of the project site were provided early notification of the proposal via mail.
- February 5, 2024 – The Westpointe Community Council was sent the 45-day required notice for recognized community organizations. No response was received.

Notice of the public hearing for the proposal included:

- March 17, 2024 – Notice of public hearing signs posted at the property by the applicant on.
- March 14, 2024 – Public hearing notices were mailed, posted on City and State websites, and posted on the Planning Division list serve.

ATTACHMENT F: Department Comments

Transportation – Jeff Gulden (jeff.gulden@slcgov.com)

- Transportation has no comments.

Urban Forestry – Rick Nelson (rick.nelson@slcgov.com)

- Urban Forestry has no concerns with the proposal.

Engineering – Scott Weiler (scott.weiler@slcgov.com)

- Engineering has no objections to this CU. That said, the residential property owners on 2200 West have expressed many complaints regarding the private development occurring on 2200 West.

Public Utilities – Kristeen Beitel (kristeen.beitel@slcgov.com)

- I have kept these quite general, as the submitted plans do not show utilities and, as the applicant stated, they have been in contact with PU for requirements.
- *Public Utilities has no issues with the proposed conditional use. Additional comments have been provided to assist the applicant in obtaining a building permit. The following comments are provided for information only and do not provide official project review or approval.*
- Public Utility permit, connection, survey, and inspection fees will apply.
- All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.
- All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18" minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12" vertical separation from any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12" vertical separation from any non-sewer utilities.
- Public street light requirements are determined during building permit review.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Parcels must be consolidated prior to permitting.
- Site utility and grading plans will be required for building permit review. Site utility plans should include all existing and proposed utilities, including water, irrigation, fire, sewer, stormwater, street lighting, power, gas, and communications. Please refer to APWA, SLCDPU Standard Practices, and the SLC Design Process Guide for utility design requirements.
- Applicant must provide fire flow, culinary water, and sewer demand calculations to SLCDPU for review. The public sewer and water system will be modeled with these demands. If the demand is not adequately delivered or if one or more reaches of the sewer system reach capacity as a result of the development, a water/sewer main upsizing will be required at the property owner's expense. Required improvements on the public water and sewer system will be determined by the Development Review Engineer and may be downstream of the project.
- One culinary water meter is permitted per parcel and fire services, as required, will be permitted for this property. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Each service must have a separate tap to the main.
- A minimum of one sewer lateral is required per building. Shared laterals require a request for variance. Laterals must be 4" or 6" and meet minimum slope requirements (2% for 4" laterals, 1% for 6" laterals).

- Lab use may require pretreatment of sewer waste prior to discharge to the public sewer system. Any pretreatment device must be supplemented with a sampling location downstream of the treatment device and upstream of any other connections.
- Covered parking area drains and/or work shop area drains are required to be treated to remove solids and oils prior to discharge to the sanitary sewer. These drains cannot be discharged to the storm drain. Use a sand/oil separator or similar device. A 4ft diameter sampling manhole must be located downstream of the device and upstream of any other connections.
- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.
- Stormwater treatment is required prior to discharge to the public storm drain. Utilize stormwater Best Management Practices (BMP's) to remove solids and oils. Green Infrastructure should be used whenever possible. Green Infrastructure and LID treatment of stormwater is a design requirement and required by the Salt Lake City UPDES permit for Municipal Separate Storm Sewer System (MS4). The applicant will need to provide options for stormwater treatment and retention for the 80th percentile storm. Please verify that plans include appropriate treatment measures. Please visit the following websites for guidance with Low Impact Development: https://deq.utah.gov/water-quality/low-impact-development?form=MY01SV&OCID=MY01SV and https://documents.deq.utah.gov/water-quality/stormwater/updes/DWQ-2019-000161.pdf?form=MY01SV&OCID=MY01SV.
- Stormwater detention is required for this project. The allowable release rate is 0.2 cfs per acre. Detention must be sized using the 100-year 3-hour design storm using the farmer Fletcher rainfall distribution. Provide a complete Technical Drainage Study including all calculations, figures, model output, certification, summary, and discussion.
- Projects larger than one acre require that a Stormwater Pollution Prevention Plan (SWPPP) is submitted for review.

Fire – Douglas Bateman (douglas.bateman@slcgov.com)

- No comments related to the conditional use application. The project buildings and site access will require a code compliance review of construction documents to verify all applicable codes and standards have been met. For example, all fire riser rooms shall have doors swing in the outward direction, gates shall provide at least 20-feet clear openings, fuel storage and chemical storage shall meet requirements of IFC and applicable standards.

Building Code – Steven Collett (steven.collett@slcgov.com)

- 1/30/2024: No Building Code comments at this time in regard to the Conditional Use application.
- All construction within the corporate limits of Salt Lake City shall be per the State of Utah adopted construction codes and to include any state or local amendments to those codes. RE: Title 15A State Construction and Fire Codes Act.

Airport – Lisa Garmendia (Lisa.Garmendia@slcgov.com)

- This project should be subject to FAA approval and regulations. The approach and departure path should not go over residential areas at low altitudes.
- Does the proposed parking meet the Airport Authority's requirements? Yes.