
ZONING APPLICATION MEMORANDUM

To: Salt Lake City, Planning Staff

From: Daniel McCay, Representative of Salt Lake, Garfield, and Western Railway Company

RE: Textual Zoning Amendment Application

Date: 4/17/2023

Statement Declaring the Purpose for the Amendment

The purpose of the amendment is to facilitate the construction of a mixed-use project consisting of rail operations to the west and Cement distribution to the east.

Statement of Proposed Use of the Property

The plan is to construct a cement distribution terminal for bulk cement products. The bulk cement (dry powder) product would be shipped into the facility via rail, unloaded into vertical storage tanks and then loaded onto local delivery trucks for distribution in the Salt Lake City and surrounding areas. The necessity for the terminal stems from meeting customer demand. Having product available and in the location it is ultimately being transported to is key to obtaining contracts to secure sales and to serve clients during the construction season.

The distribution terminal consists of the following; rail spurs to be able to move the rail cars (typically unit trains which reduce the trip generation) onto an unloading area, an unloading pit for unloading the rail cars, a bucket elevator that carries the product upward to enable loading into the top of vertical storage tanks, vertical storage tanks consisting of bolted steel construction, a terminal scale house building to house the employees and controls for the facility, a compressed air building for housing the compressors that support the facility, and related product moving equipment such as conveyors, augers and air slides.

The client strives to reduce energy consumption by reducing the conveyance devices to the minimum needed to complete the transfer of the product. The height of the elevator that brings product upward to then be sent into the vertical storage tanks is dictated by the clients desire to use less energy consuming conveyance devices that rely on gravity more so than power. Product is conveyed from the elevator via a device called an air slide where-in gravity flow is aided by low pressure air injected to move the product along. The heights and sizes of the vertical storage tanks are driven by several factors such as; being able to load tanker trailers via gravity (in lieu of powered equipment) and having capacity to hold enough product to make the unit trains viable.

The cement product is loaded and unloaded in a contained environment. Rainfall even moisture in the air is detrimental to the product when in transit and storage. Unloading, conveyance and loading measures are all within contained devices (conveyors, etc), unloading apparatus is directly connected to rail cars (rail cars are enclosed hopper cars), the trucks being loaded are contained trailers (not open tops). At the many facilities that the client owns air quality permits are obtained and, in some cases not

required as dust mitigation is handled by not having the product exposed to the environment when loading and unloading.

The cement products are generally used by local ready-mix plants, precast concrete manufacturers and for mixing of concrete for larger projects (road construction, large cast in place projects) directly at the site of the project being constructed (not within this facility). GCC has made a commitment to environmentally responsible construction products and internal operations. Much of that initiative can be found on their website at Sustainability - GCC

Thank you for your help and time on the review of our proposed project.

Reasons the Proposed Amendment is Appropriate

1. Project is located in a heavy industrial area
2. Project is located next to and will be served by rail
3. Cement distribution via rail will meet an important need in the industrial growth of the area and minimize traffic

Language for proposed Change

See Exhibit A

EXHIBIT A

21A.28.020: M-1 LIGHT MANUFACTURING DISTRICT:

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

B. Uses: Uses in the M-1 Light Manufacturing District as specified in section 21A.33.040, "Table Of Permitted And Conditional Uses For Manufacturing Districts", of this title are permitted subject to the general provisions set forth in section 21A.28.010 of this chapter.

C. Minimum Lot Size:

1. Minimum Lot Area: Ten thousand (10,000) square feet.
2. Minimum Lot Width: Eighty feet (80').
3. Existing Lots: Lots legally existing as of April 12, 1995, shall be considered legal conforming lots.

D. Minimum Yard Requirements:

1. Front Yard: Fifteen feet (15').
2. Corner Side Yard: Fifteen feet (15').
3. Interior Side Yard: None required.
4. Rear Yard: None required.
5. Accessory Uses, Buildings And Structures In Yards: Accessory uses, buildings and structures may be located in a required yard area subject to section 21A.36.020, table 21A.36.020B of this title.
6. Additional Setback When Adjacent To AG-2 And AG-5 Districts: When adjacent to a lot in the AG-2 or AG-5 Zoning District, buildings or portions of buildings, shall be set back one foot (1') beyond the required landscape buffer as required in section 21A.48.080 of this title for every one foot (1') of building height above thirty feet (30').

E. Landscape Yard Requirements:

1. Front And Corner Side Yards: All required front and corner side yards shall be maintained as landscape yards in conformance with the requirements of chapter 21A.48 of this title.

2. Buffer Yards: All lots abutting a lot in a residential district shall conform to the buffer yard requirements of chapter 21A.48 of this title.

3. Northwest Quadrant Overlay District: Properties located within the Northwest Quadrant Overlay District are subject to special landscape requirements as outlined in subsection 21A.34.140B2 of this title.

F. Maximum Height:

1. Distillation Column Structures; Development In AFPP Overlay District: No building shall exceed sixty five feet (65') except that emission free distillation column structures, necessary for manufacture processing purposes, shall be permitted up to the most restrictive Federal Aviation Administration imposed minimal approach surface elevations, or one hundred twenty feet (120') maximum, whichever is less. Said approach surface elevation will be determined by the Salt Lake City Department of Airports at the proposed locations of the distillation column structure. Any proposed development in the Airport Flight Path Protection (AFPP) Overlay District, as outlined in section 21A.34.040 of this title, will require approval of the Department of Airports prior to issuance of a building permit. All proposed development within the AFPP Overlay District which exceeds fifty feet (50') may also require site specific approval from the Federal Aviation Administration.

2. Location Exception: In the M-1 Zoning Districts located west of the Salt Lake City International Airport and north of Interstate 80 (I-80), buildings may exceed sixty-five feet (65') in height subject to the design review standards and procedures of chapter 21A.59 of this title. In no case shall any building exceed eighty five feet (85').

3. Location Exception: In the M-1 Zoning Districts located west of the Salt Lake City International Airport and not less than 1000 feet south of Interstate 80 (I-80), buildings may exceed eighty-five feet (85') in height subject to the design review standards and procedures of chapter 21A.59 of this title. In no case shall any building exceed one hundred fifty feet (150').

4. Railroad Offloading Structures: Cranes, lifts, and other similar offloading structures related to the operation of a railroad freight terminal are allowed up to eighty five feet (85') in height and are also subject to the Airport Flight Path Protection (AFPP) Overlay District and Federal Aviation Administration (FAA) requirements. (Ord. 14-19, 2019; Ord. 3-18, 2018)