

PLANNING COMMISSION STAFF REPORT



Planning Division
Department of Community and
Economic Development

Signature Books

Zoning Map Amendment and an Amendment to
the North Temple Area Plan
Petitions PLNPCM2012-00254
PLNPCM2012-00255
July 11, 2012

Applicant

Dave Richards representing
Signature Books

Staff

John Anderson (801) 535-7214
john.anderson@slcgov.com

Master Plan Designation

Transit Station Area Stable

Council District

District Three; Stan Penfold

Review Standards

21A.50.050 Standards for General
Amendments

Notification

- Notice mailed on: July 2, 2012
- Published in newspaper: June 30,
2012
- Posted on City & State Websites:
July 2, 2012

Attachments

- A. Department Comments
- B. Prohibited Uses in the TSA
District
- C. Site Photographs

REQUEST

On April 26, 2012, Signature Books Inc., represented by Dave Richards, submitted petitions for the following amendments:

- 1) To modify the Salt Lake City Zoning Map to change the zoning on a parcel located at 549 West 400 North from SR-1A Special Development Pattern Residential to Transit Station Area Urban Center.
- 2) To modify the North Temple Area Plan from Transit Station Area Stable to Transit Station Area Transition.

The applicant's stated purpose for the request is to combine this parcel with an adjacent parcel to the east and develop a small mixed-use development.

STAFF RECOMMENDATION




Staff recommends that the Planning Commission review the proposed Master Plan Amendment and Zoning Map Amendment, conduct a public hearing and consider forwarding a positive recommendation for each application to the City Council pursuant to the analysis and findings in this staff report and with the following condition:

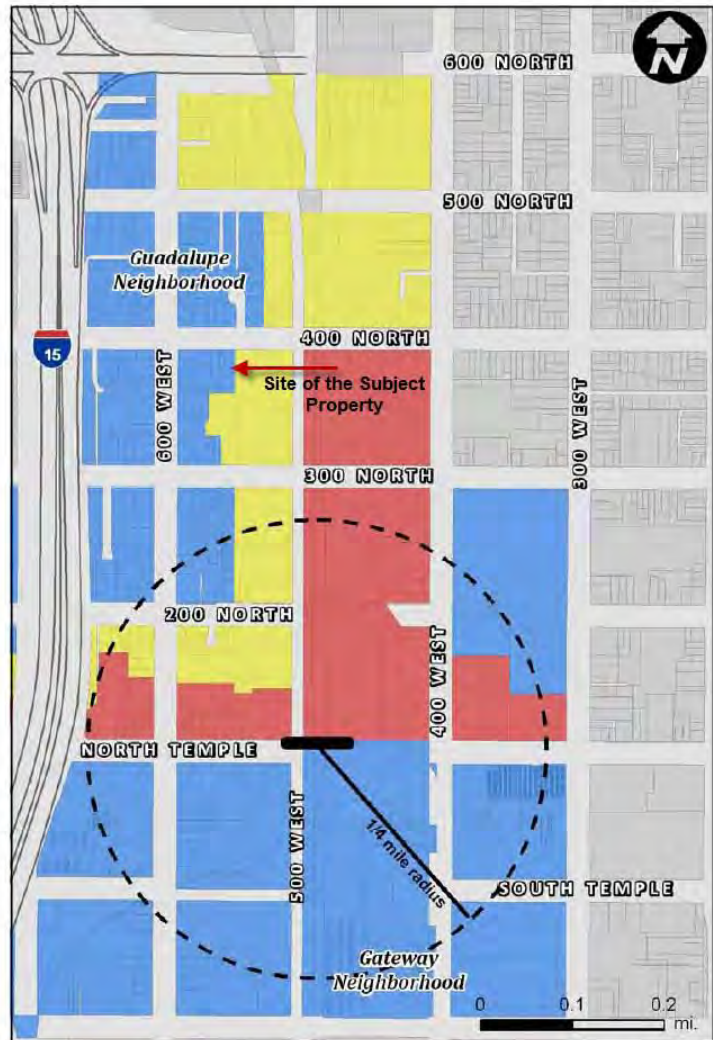
1. That petition PLNPCM2011-00665 a Zoning Map Amendment from M-1 Light Manufacturing to Transit Station Area Urban Center located on adjacent parcels between 300 North and 400 North and west of 500 West is first approved by the City Council.

Vicinity Map



North Temple Area Land Use Map

-  Parcels in **red** represent the Core Area, where an intense level of transit-oriented zoning is appropriate.
-  Parcels in **yellow** are part of the Transitional Area. These areas are appropriate for mixed use and less intensive transit-oriented zoning.
-  Parcels in **blue** are part of Stable Areas, areas where little change is expected or desired or where the current zoning allows for the desired future land uses and intensities.



Background

The applicant, Signature Books Inc., represented by Dave Richards, is proposing to amend both the North Temple Area Plan and the Salt Lake City Zoning Map on a parcel located at 549 West 400 North. Signature Books has redeveloped several properties and developed new lots in the nearby Guadalupe neighborhood. They currently have their Salt Lake City offices just north of the property at 508 West 400 North. They also own all properties to the west of the property in question along both sides of 400 North up to 600 West.

The stated purpose of the amendments is to enable the applicant to combine the lot with an adjacent parcel and develop the site as a small mixed use development. The adjacent property, located to the east of the subject

property, is 543 West 400 North. This property, along with several others located between 300 North and 400 North and west of 500 West has recently been recommended by the Administration for a zoning map amendment. These parcels are currently located in the M-1 Light Manufacturing District and are adjacent to the railyard. They have historically been utilized as warehouses and other light manufacturing uses. At the time of the publication of this staff report, the petition to amend the zoning map in the area from the M-1 zoning district to Transit Station Area Transition has been recommended by the Planning Commission for an approval of the amendment and has been transmitted to the City Council for their decision.

This specific petition as proposed would:

- Modify the North Temple Area Plan on the parcel in question located at 549 West 400 North from Transit Station Area Stable to Transit Station Area Transition
- Modify the Salt Lake City Zoning Map to change the zoning on the parcel in question located at 549 West 400 North from SR-1A Special Development Pattern Residential to Transit Station Area Urban Center.

Standard “1” of Section 21A.50.050 of the Zoning Ordinance requires the Planning Commission and City Council to consider whether a zoning map amendment is consistent with the purposes, goals, objectives and policies of the various City planning documents. In this case, the proposed zoning map amendment is not consistent with the North Temple Area Plan. Therefore, the City Council and Planning Commission are being asked to determine whether or not a policy change from Transit Station Area Stable to Transit Station Area Transition on the site is appropriate. If it is decided in the affirmative, then positive motions for the master plan amendment and zoning map amendment should follow.

Proposal

The applicant, representing Signature Books, has proposed to consolidate the parcel with an adjacent parcel, remove the existing buildings and construct a mixed use development. The applicant has not submitted a specific site plan or elevations for a proposed development. The applicant is the current owner of both properties

Below is a table that compares the development regulations in the Salt Lake City Zoning Ordinance for the existing zoning district and the proposed zoning district:

	SR-1A Ordinance Requirements	TSA-UC Transition Zoning Ordinance Requirements
Lot Area	Single-family detached - 5,000 square feet; Two family - 8,000 square feet	1,500 square feet
Lot Width	50 feet	None
Building Height	Maximum 23 feet	60 feet
Yard Requirements	Front = 20 feet or street average Interior Sides = 10 feet	Front = none Side = none, unless adjacent

	and 4 feet Corner Side = 10 feet Rear = 25% of lot depth or 20 feet whichever is less	to single family, then 15 feet Rear= 25 feet
Building Coverage	40% of lot area	Minimum open space is 10%
Parking	2 spaces per unit.	½ of what is normally required according to the Zoning Ordinance

Public Participation

Planning Division Open House

The proposed project lies within the boundaries of the Fairpark Community Council but is less than 600 feet from the boundary with the Capitol Hill Community Council. For that reason the project was placed on the agenda for the monthly Planning Division Open House on May 17, 2012. Both community councils were notified of the open house. There were no comments received from either community council and no public comments were received at that meeting.

Public Comments

At the time of the publication of this staff report, there have been no comments yet received from the public.

Analysis and Findings

North Temple Area Plan

Although there are no specific standards in the Salt Lake City Zoning Ordinance for Master Plan Amendments, State Law, Section 10-9a-204, Notice of Public Hearings and Public Meetings to Consider General Plan or Modifications, outlines the criteria for amending a master plan relating to noticing requirements. A newspaper notice for the master plan amendment was published on June 30, 2012.

In considering this specific request to amend the North Temple Small Area Plan and specifically the Viaduct Transfer Station Map, Planning staff analyzed the plan with an emphasis on those sections that discussed the Transit Station Area Stable and compared it with the Transit Station Area Transition. Staff also reviewed the Capitol Hill Master Plan and its discussion of the Guadalupe neighborhood.

The vision of the Viaduct Transfer Station Area explains on page 24 of the North Temple Small Area Plan that, “future development will continue to create a vibrant, active, safe and well connected urban center with a diverse mix of land uses, and that the station area will be enhanced and continue to provide a diverse mix of amenities for those that live, work, shop, dine or come to the area for entertainment.”

The following policies are listed in the plan to make this vision a reality:

1. **Development:** Use innovative zoning techniques to create high quality projects that build on the station area's assets.
2. **Connectivity:** Improve the pedestrian environment to create a safe and walkable transit-oriented neighborhood.
3. **Mix of Uses:** Intensify the mix of uses.
4. **Placemaking:** Create safe, vibrant and useful public spaces and urban infrastructure.
5. **Destinations:** Enhance the area as a regional destination and transfer location.

The master plan divides the station area into four quadrants. The property in question is located in the "Northwest Quadrant" of the station area and according to the plan on page 26, "is dominated by the Guadalupe neighborhood. The neighborhood is mostly low density residential."

The proposed master plan amendment would amend the Viaduct Station Map at this property from the Stable Area to the Transition Area. The two areas are described in detail in the plan on page 29. The stable area is described as, "those locations that are unlikely to see much change over the next 20 – 30 years or that are already zoned in a manner that produces the desired type of development pattern consistent with the policies of the plan." The Guadalupe neighborhood is specifically referred to as, "an example of a stable area which contributes to the uniqueness of the station area"

Later it states, "It is not anticipated that the existing zoning in the stable areas will change unless the zoning is not consistent with the physical characteristics of the area. If any zoning changes are considered in the future, the zoning regulations should ensure new development is appropriately scaled and compatible with existing development patterns."

The Capitol Hill Master Plan states as policies in the Guadalupe neighborhood plan:

- Preserve the 600 West corridor as a low-density residential corridor.
- Require that new residential development be compatible in scale, design, site configuration and character with the historical development patterns present in Guadalupe, to strengthen the stability of the neighborhood.

In contrast to the designation as Stable in the Viaduct Station Plan, the Capitol Hill Master Plan on page 4, describes the area west of 500 West in the Guadalupe neighborhood as an area that should, "develop as medium density residential uses." Also that this area should act as a buffer as the area transitions to the east into a more dense residential mixed use area east of 500 West. This concept of acting as a buffer between significant development on vacant parcels to the east and the low density residential neighborhood will be discussed later in this document under Zoning Map Amendment Standard 3.

Summary

Though the Guadalupe neighborhood has a distinct development pattern of mostly single-family dwellings, the property in question is not located directly on 600 West which is consistently referred to the most vital area in the neighborhood to remain as low density residential. The property in question has a variety of land uses on adjacent properties and other properties in the neighborhood. This section of 400 North has a history of mixed-use development which is acknowledged by the North Temple Area Plan. The plan expresses support for this

type of development and encourages it to not only continue but to expand those uses in areas where infill development or redevelopment is a possibility and appropriate. The plan advocates for those areas within one-half of a mile of a transit line to develop as a walkable, vibrant and mixed use environment. This property is located near the edge of that one-half mile limit but is still within the area.

The Stable Area is described in the North Temple Area Plan as areas where changes are not expected unless the area is not consistent with the physical characteristics of the area. The various uses in the area including: manufacturing, multi-family residential, single family residential and other commercial uses provides evidence that the parcel in question is located in a mixed use neighborhood as is described in the Transitional Area. Furthermore, if the surrounding properties to the east and to the south become a part of the Transition Area, it would encourage development that would ensure that the property in question would not be consistent with the future characteristics of the area.

It is emphasized throughout the plan that future development must be compatible, staff believes that this proposed amendment to the North Temple Area Plan does substantially meet the policies and goals found in that plan only if the petition PLNPCM2011-00665 for a zoning map amendment is approved and the neighboring parcels of property are then located in the Transit Station Area Transition. If that petition fails to be approved by the City Council then the subject property should remain in the Transit Station Area Stable in the North Temple Area Plan and as SR-1A zoning district on the Salt Lake City Zoning Map as it would be separated from any parcel that is located in the Transition Area.

Zoning Map Amendment

As stated earlier, the property is located in the SR-1A Special Development Pattern Residential District. Mixed use developments are not presently allowed in that district. Single family detached, single family attached and two family dwellings are permitted uses in the zoning district.

Section 21A.50.050B states: In making a decision to amend the zoning map, the city council should consider the following.

Standard 1: Whether a proposed map amendment is consistent with the purposes, goals, objectives, and policies of the city as stated through its various adopted planning documents;

Analysis: Currently the proposal to amend the zoning map to allow the development of a mixed-use project is not consistent with the North Temple Area Plan designation for the site. The applicant is requesting that the Planning Commission and City Council amend that document concurrently with the proposed zoning map request.

The existing master plan designation Transit Station Area Stable describes an area where the city does not anticipate that the existing zoning will change unless the zoning is not consistent with the physical characteristics of the area. As the North Temple Area Plan was implemented this parcel remained in the SR-1A zoning district. The requested change to Transit Station Area Transition does increase the density allowance and would allow for a more intense development that could consist of a mixed use development and/or limited commercial uses.

Finding: Staff finds that if the Planning Commission finds that the proposed amendment to the North Temple Area Plan as discussed earlier in this report is appropriate, then the proposed zoning map amendment meets this standard.

Standard 2: Whether a proposed map amendment furthers the specific purpose statements of the zoning ordinance;

Analysis: The property in question is currently located in the SR-1A Special Pattern Residential District and its purpose statement states:

“The purpose of the SR-1 special development pattern residential district is to maintain the unique character of older predominantly single-family and two-family dwelling neighborhoods that display a variety of yards, lot sizes and bulk characteristics. Uses are intended to be compatible with the existing scale and intensity of the neighborhood. The standards for the district are intended to provide for safe and comfortable places to live and play, promote sustainable and compatible development patterns and to preserve the existing character of the neighborhood.”

Because it is located in the North Temple Area Plan it is also located in a Station Area Plan, the Viaduct Station Plan, and is located in the stable area of that plan which advocates for little change unless the physical characteristics of an area are not consistent. The stable area does not have a specific description or purpose statement in the zoning ordinance but was described in some detail earlier during the master plan discussion.

In order to compare the purpose statements of the current zoning designation with the proposed zoning designation the purpose statement for the Transit Station Area District has been included. The Transit Station Area District applies to all properties in the Station Area Plan. The properties are then divided into specific types of stations. Each property in the station area is then labeled as Core, Transition or Stable. The purpose statement for the Transit Station Area states:

“The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.”

The property is located in the Viaduct Station Area and has been defined as an Urban Center Station, it is described as:

“Urban Center Station: An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete

with it in terms of building scale and use. The intensity level of the area is characterized by a twenty four (24) hour population, active streetscapes, defined street walls and the presence of multiple types of public transit or as a node where several rail transit lines converge. Development generally occurs on vacant parcels or through redevelopment of underutilized parcels. The station area has a compact, dense, interconnected and walkable development pattern. Large scale development occurs closer to the station platforms; and is scaled back as it gets closer to less intense areas. Building forms vary, but are typically oriented to the pedestrian, are multiple stories in height, and contain a horizontal and vertical mix of land uses. Buildings up to ten (10) stories in height are allowed in the core, while buildings in the transition zone are approximately half that size. The station area contains a number of regional attractions, such as destination retail, employment, dining and entertainment and a high level of pedestrian activity. A variety of dense housing options exist. Development includes civic amenities, such as public gathering places. Uses that help implement the vision for the station and that area commonly found in an intense urban area are appropriate. The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station.”

The proposed amendment would place the property in question in the Transition Area, it is described here:

“Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas are generally located within a one-half (1/2) mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is ten (10) dwelling units per acre. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes”.

The proposed amendments to the existing master plan and zoning map at the property in question should be connected with the proposal to amend the master plan on the adjacent properties that are currently located to the east and to the south from 400 North to 300 North and west of 500 West. Staff believes that these two properties would not be able to develop on their own.

The purpose statement of the Transit Station Area District states that, “Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district.” The property in question and the neighboring property to the east are both approximately 40 feet in width and 5,663 square feet and 6,098 square feet respectively. Because of the small size of both properties, without including both parcels into the Transition District it is unlikely that either lot could be redeveloped. The existing single family dwelling is in poor condition and is vacant as is the adjacent property to the east. Any redevelopment of those properties under the Transit Station Area standards of the Zoning Ordinance would help to create the walkable, vibrant and mixed use district described in the purpose statement.

The Transition Area calls for a, “broad range of building forms that house a mix of compatible land uses.” The property in question has a variety of land uses on adjacent properties and throughout the neighboring properties in the area. The properties to the south as described earlier have been used as warehouses and other manufacturing uses. Further west on the 400 North block face to 600 West, there are several small apartment buildings along with one single family dwelling. Across the street there are a number of single family dwellings many of which have been developed or redeveloped by the applicant, Signature Books. The company also has their offices and warehouses located at 508 West 400 North.

If the parcel in question remains in the SR-1A zoning district, the adjacent parcel at 543 West 400 North could not implement the policies and goals as have been outlined in the purpose statements for the Transit Station Area District as its narrow width and small lot size would not allow for redevelopment when setbacks, landscaped buffers and required parking are considered.

Finding: Staff finds that the proposed amendment would not further the specific purpose statements of the zoning ordinance with regard to the SR-1A zoning district as the purpose statement does not advocate for mixed use development. Staff further finds that if adjacent properties are included in the Transit Station Area Transition zoning district, as recommended by the Planning Commission and currently under consideration by the City Council, that the property in question should be included in the amendment.

Standard 3: The extent to which a proposed map amendment will affect adjacent properties;

Analysis: If the zoning map is amended at the property in question, staff believes the only significant impacts would be to the single family dwelling which is located west of the property at 555 West 400 North and to a lesser extent to the single family dwellings located on the north side of 400 North. Signature Books is the owner of all of the properties to the west of the property in question and also those on the north side of 400 North up to 600 West.

The applicant has proposed to combine the property in question with the property to the east and construct a mixed-use project. If both properties were located in the Transition Area a mixed use project would be permitted. The Transit Station Area District, unlike most zoning districts in the city does not list permitted uses and only lists prohibited uses. These prohibited uses can be found in Attachment B.

To understand the impact to adjacent properties, staff believes that it is important to better describe this specific portion of the Guadalupe neighborhood. The railyards are located approximately 400 feet to the east and the properties to the south are currently located in the M-1 Light Manufacturing District and are occupied by uses typical to the M-1 zoning district such as warehousing and distribution. There is an existing alley that acts as a divider between the single-family uses and the light manufacturing uses. This alley is to the east of 543 West 400 North. There is no division between the property in question and the adjacent property to the east. The two properties appear to act as one as they share access between the properties and the private alley that surrounds the two homes (see photographs Attachment C).

The adjacent property at 543 West 400 North has been used as a mixed use building for decades. Historically, the property was used as a restaurant and as living space for the restaurant owners. The building housed the restaurant El Rancho Cordova from 1979 to 2000. The commercial space in the building is currently vacant.

The Zoning Ordinance outlines specific architectural and design regulations for development in the Transit Station Area. For that reason staff believes that the most significant impact to adjacent properties from any development that may not be compatible with the existing neighborhood development pattern would be the permitted height of a building in the Transition Area. The design regulations should help to create a compatible structure but the height limit in the Transition Area is 60 feet. The current height limitation in the SR-1A zoning district is only 23 feet; this is a significant difference. Though this may have a significant impact, it should be taken into consideration that if proposed zoning map amendment on nearby properties to the south and to the east which are located in the M-1 zoning district is approved then this same single-family dwelling would have the same negative impacts. Even if the property in question is combined with the neighboring property, the two combined parcels are less than 20,000 square feet in size and after including setbacks and required parking it would not accommodate a large development. Properties to the east and to the south are much larger and are separated from these properties by a private alleyway. These properties could accommodate a much larger and more intense development. This specific master plan and zoning map amendment may allow the property in question to develop in a manner that would act as a buffer between the large more intense development to the east and the existing lower density residential neighborhoods located along 600 West.

The potential height and other potentially negative effects may be partially mitigated by existing setback standards found in the zoning ordinance. The side yard setback between a single-family dwelling and a mixed use development in the Transition Area is 15 feet. This setback would also be required to be landscaped.

Finding: Staff finds that though there would be some impacts to the adjacent property owner that the prohibited uses in the proposed zoning district, design and architectural regulations and the required setbacks should make the adverse impacts of this specific amendment negligible and may actually create a buffer between the existing low density residential neighborhood and larger developments to the east and south.

Standard 4: Whether a proposed map amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards.

Analysis: There are no overlay zones on the property

Finding: This standard is not applicable.

Standard 5: The adequacy of public facilities and services intended to serve the subject property, including, but not limited to, roadways, parks and recreational facilities, police and fire protection, schools, storm water drainage systems, water supplies, and wastewater and refuse collection.

Analysis: This application has been reviewed by all applicable City Divisions and their comments can be found in Attachment A. Comments from each indicate that they have no objection to the proposed zoning map amendment or master plan amendment. There are issues that the applicant will need to address prior to the issue of any building permits that may relate to the upgrade of existing service lines and/or infrastructure on site. All necessary fire, police and emergency services are within a reasonable distance.

Finding: Staff finds that the proposed amendment will have all necessary utility and public services necessary to accommodate the site.

**Attachment A:
Department Comments**

Police Review

Nothing

Public Utilities—Justin Stoker (801)483-6786

I have reviewed the proposal and without knowing the proposed use of the parcel it is difficult to offer suggestion along the improvement process. Alone, the Public Utilities Department has no comment on the Zoning Map Amendment and the Master Plan Amendment. Any issues regarding change of use will happen during a site review process or during the Building Permit process when specifics regarding the development would be known.

At any time if the applicant wishes to review due diligence information to gain an understanding of policies and procedures with regards to the Public Utilities Department, the applicant is encouraged to visit with a Utilities rep at either the Public Utilities Building or room 215 of the City and County Building.

Zoning Review—Larry Butcher (801)535-6181

Map amendment only. No comment.

Building Review—Larry Butcher (801)535-6181

No comments

Transportation Review—Barry Walsh (801)535-6630

There are no changes to the public transportation corridor of 400 North ROW with the proposed map amendment and zoning change. Future development of the property is subject to current design standards at the time of permit review.

Engineering Review- Scott Weiler (801)535-6204

No comments.

Fire Review

Nothing

Attachment B
TSA List of Prohibited Uses

F. Prohibited Uses: The intent of this section is to identify those land uses that are not compatible with transit oriented development due to the nature of the use, the land requirements of the use, or the potential impacts of the use. Uses listed in table 21A.26.078E of this section and that have an "X" in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited. All other uses are permitted.

TABLE 21A.26.078E PROHIBITED USES

Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
Ambulance services, dispatching, staging and maintenance	X	X	X	X	X	X	X	X
Animal pound	X	X	X	X	X	X	X	X
Auto salvage and recycling	X	X	X	X	X	X	X	X
Auto, truck, and RV repair, sales and/or service (minor or major)	X	X	X	X	X	X	X	X
Bus yards and repair facilities	X	X	X	X	X	X	X	X
Car washes	X	X	X		X		X	X
Cemeteries, any type	X	X	X	X	X	X	X	X
Chemical manufacturing	X	X	X	X	X	X	X	X
Commercial parking lots not located in a parking structure	X	X	X	X	X		X	
Community correction facilities, any size	X	X	X	X	X	X	X	X
Concrete manufacturing	X	X	X	X	X	X	X	X
Contractor's yard	X	X	X	X	X	X	X	X

Detached single-family dwelling	X		X		X		X	
Drive-through windows and service	X	X	X	X	X	X	X	X
Electric generation facility; excluding solar, wind, or other similar renewable energy generation	X	X	X	X	X	X	X	X
Explosives manufacturing	X	X	X	X	X	X	X	X
Extractive industries	X	X	X	X	X	X	X	X
Flammable liquids or gases, heating fuel distribution	X	X	X	X	X	X	X	X
Gas stations	X	X	X		X		X	
Heavy equipment rental, repair and sales	X	X	X	X	X	X	X	
Heavy industrial	X	X	X	X	X	X	X	X
Heavy manufacturing	X	X	X	X	X	X	X	X
Homeless shelters	X	X	X	X	X	X	X	X
Impound lot	X	X	X	X	X	X	X	X
Incinerators, for any purpose	X	X	X	X	X	X	X	X
Jails	X	X	X	X	X	X	X	X
Kennel	X	X	X	X	X	X	X	X
Landfills, any type	X	X	X	X	X	X	X	X
Manufactured/mobile home sales and service	X	X	X	X	X	X	X	X
Ministorage	X		X		X		X	

facilities								
Outdoor storage including storage or staging of fleet vehicles associated with a business, but not intended to include outdoor retail sales areas or outdoor storage as an accessory and incidental use to a principal use	X	X	X	X	X	X	X	X
Pawnshops	X	X	X	X	X	X	X	X
Railroad freight terminal facility	X	X	X	X	X	X	X	X
Recycling processing center	X	X	X	X	X	X	X	X
Rock, sand and gravel storage and distribution	X	X	X	X	X	X	X	X
Sewage treatment facility	X	X	X	X	X	X	X	X
Sexually oriented business	X	X	X	X	X	X	X	X
Solid waste transfer station	X	X	X	X	X	X	X	X
Stable, public or private	X	X	X	X	X	X	X	X
Truck freight terminal	X	X	X	X	X	X	X	X
Truck stops	X	X	X	X	X	X	X	X
Warehouse as a primary use	X	X	X	X	X		X	
Wholesale distributors	X	X	X	X	X		X	X

**Attachment C
Site Photographs**



Structure located at 543 West 400 North that has also been proposed for a zoning map amendment. The property in question is located to the right of the photograph. One of the M-1 Light Manufacturing structures can be seen in the rear of the photograph.



The property in question located at 549 West 400 North.



This single family residential structure is located west of the property in question at 555 West 400 North.



Photograph looking towards the south at all three properties shown earlier. The property in question is the white house in the middle. Structures located in the M-1 zoning district can be seen in the left and behind the structures.

