

SALT LAKE CITY PLANNING COMMISSION MEETING
City & County Building
451 South State Street, Room 326, Salt Lake City, Utah
Wednesday, January 24, 2018

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:29:59 PM](#). Audio recordings of the Planning Commission meetings are retained for a period of time.

Present for the Planning Commission meeting were: Chairperson Weston Clark, Vice Chairperson Ivis Garcia; Commissioners Maurine Bachman, Matt Lyon, Andres Paredes and Clark Ruttinger. CommissionerCarolynn Hoskins, Emily Drown, Brenda Scheer and Sara Urquhart were excused.

Planning Staff members present at the meeting were Nick Norris, Planning Director; Wayne Mills, Planning Manager; Chris Lee, Principal Planner; Tracy Tran, Principal Planner; Mayara Lima, Associate Planner; Michelle Poland, Administrative Secretary and Paul Nielson, Senior City Attorney.

Field Trip

A field trip was held prior to the work session. Planning Commissioners present were: Weston Clark, Maurine Bachman, and Clark Ruttinger. Staff members in attendance were Nick Norris, Wayne Mills, and Chris Lee.

- **1967 S 300 West** - Staff gave an overview of the proposal.

APPROVAL OF THE JANUARY 10, 2018, MEETING MINUTES. [5:30:05 PM](#)

MOTION [5:30:17 PM](#)

Commissioner Ruttinger moved to approve the January 10, 2018, meeting minutes. Commissioner Garcia seconded the motion. Commissioners Bachman, Lyon, Parades, Ruttinger and Garcia voted “aye”. The motion passed unanimously.

REPORT OF THE CHAIR AND VICE CHAIR [5:30:38 PM](#)

Chairperson Clark stated he had nothing to report.

Vice Chairperson Garcia stated she had nothing to report.

REPORT OF THE DIRECTOR [5:30:44 PM](#)

Mr. Nick Norris, Planning Director, stated the City is working with the Urban Land Institute and The National League of Cities on a program to remove housing barriers from some of the zoning districts. He asked the Commissioners if anyone would be willing to participate in an interview regarding infill housing during the week of March 19.

Commissioners Garcia, Bachman and Clark stated they would like to participate.

[5:32:54 PM](#)

The @2100 Apartments Preliminary Subdivision and Planned Development at approximately 1967 S 300 West - A request by G. Lyman Adams, representing the property owner, MSC Associates, LLC, to divide the existing parcel at the above listed address into two separate parcels via a preliminary subdivision and then construct an 81 unit apartment complex on the rear lot utilizing the planned development process. The subject property is located on the east side of 300 West and extends eastward to the UTA rail line corridor. If the subdivision is approved, the front parcel would contain an existing retail business with parking to the south and east while the new eastern parcel would be the location for the planned apartment complex. The planned development petition is being sought because the rear parcel would not have frontage onto 300 West and would be accessed via an easement across the parking lot on the west parcel. A reduction to the width of the parking lot perimeter landscaping on the rear parcel is also requested. The subject property is located in a CG (General Commercial) zoning district and is located in Council District 5, represented by Erin Mendenhall. (Staff contact: Chris Lee at (801)535-7706 or chris.lee@slcgov.com). Case number: PLNSUB2017-00915 and PLNSUB2017- 00917 (Administrative Matter)

Mr. Chris Lee, Principal Planner, reviewed the petition as outlined in the Staff Report (located in the case file). He stated Staff recommended that the Planning Commission approve the petition as outlined in the Staff Report.

The Commission and Staff discussed the following:

- The access easement to the property.

Mr. Max Chang, Property Owner, and Mr. G. Lyman Adams, property management, reviewed the easement to the property, design of the proposed structure and the traffic pattern for the site. They discussed how the project met the standards, the amenities in the proposal and how it would improve the area.

The Commission and Applicant discussed the following:

- The access to the Trax station and if there was a more direct route from the property.
- If the sidewalk was feasible and where it would be located.
- The walkability of the area and how to make the proposal pedestrian friendly.
- Increasing the setbacks to accommodate a sidewalk on the property.
- The required fire access that lead to the proposed configuration of the rear parking.

PUBLIC HEARING [6:05:35 PM](#)

Chairperson Clark opened the Public Hearing.

The following individuals spoke to the petition: Ms. Dorothy Owen.

The following comments were made:

- Would like to encourage family areas such as playgrounds were included in the design.
- Would like to see more done to ensure the residents feel part of the community and one possible way to achieve this was to add an onsite basketball court.

Chairperson Clark closed the Public Hearing.

The Commission, Staff and Applicant discussed the following:

- The proposed public spaces and amenities.
- The distance to the west property line.
- The setback request for the east side of the property and why the request was not made for the west side.
- Moving the building west four feet would result in seven feet at the rear of the property that could be used for future access.
- The Planning Commission's purview over changing the proposed setbacks.
 - The Applicant stated they were willing to move the building as suggested and work with Staff on the final approval.

The Commission discussed and stated the following:

- The connectivity to the Trax line was a key element that should be reviewed before the project was finalized.

MOTION [6:14:37 PM](#)

Commissioner Lyon stated based on the findings and information listed in the Staff Report and the testimony and plans presented, he moved that the Planning Commission approve planned development PLNSUB2017-00915 at 1967 South 300 West with the following modifications:

- **Option A - The developer can pursue the plan as presented before staff or if feasible the developer could reduce the front yard setback by moving the building to the west and increasing the landscape setback on the east by an equal amount.**

The Commission discussed if the sidewalk along 300 west needed to be part of the motion or if a sidewalk was part of the landscape buffer.

Commissioner Bachman seconded the motion. Commissioners Bachman, Garcia, Lyon, Paredes and Ruttinger voted "aye". The motion passed unanimously.

MOTION [6:18:09 PM](#)

Commissioner Bachman stated based on the findings and information listed in the Staff Report and the testimony and plans presented, she moved that the Planning Commission approve Preliminary Subdivision PLNSUB2017-00917 at 1967 South 300 West. Commissioner Lyon seconded the motion. Commissioners Bachman, Garcia, Lyon, Paredes and Ruttinger voted "aye". The motion passed unanimously.

The Commission discussed how the TSA zoning would affect this property and the open space requirements for properties in the TSA zoning.

[6:19:36 PM](#)

Design Standards Update Zoning Text Amendment - A request by Salt Lake City Mayor Jackie Biskupski to amend the text of the Zoning Ordinance related to building design. The purpose of this amendment is to clarify that the design elements that are required by the Design Standards chapter of the Zoning Ordinance apply not only to new construction, but also to existing structures and that renovations to existing structures cannot eliminate or reduce the design elements required by the Zoning Ordinance. The amendments will affect Section 21A.37 of the Zoning Ordinance. Other related provision of Title 21A may be amended as part of this petition (Staff Contact: Mayara Lima at (801)535-7932 or mayara.lima@slcgov.com.) Case number: PLNPCM2017-00921 (Legislative Matter)

Ms. Mayara Lima, Associate Planner, reviewed the petition as outlined in the Staff Report (located in the case file). She stated Staff recommended that the Planning Commission forward a positive recommendation to the City Council regarding the petition.

The Commission and Staff discussed the following:

- Examples of when the proposed standard was not abided by.
- Changes that could be made to a building under the current standards
- How the proposed changes may affect historic structures.

PUBLIC HEARING [6:24:59 PM](#)

Chairperson Clark opened the Public Hearing, seeing no one wished to speak; Chairperson Clark closed the Public Hearing.

MOTION [6:25:16 PM](#)

Commissioner Bachman stated based on the findings and analysis in the Staff Report and testimony provided, she moved that the Planning Commission forward a positive recommendation for PLNPCM2017-00921 to the City Council to adopt the proposed zoning ordinance text amendments related to clarifying the regulations within the zoning ordinance. Commissioners Bachman, Garcia, Lyon, Paredes and Ruttinger voted “aye”. The motion passed unanimously.

[6:26:16 PM](#)

Global Trade Port in Manufacturing Zones Text Amendment - A request by Salt Lake City Mayor Jackie Biskupski to amend the zoning text in the Manufacturing zoning districts to allow for the development of a global trade port (railroad freight terminal facility). Changes include:

- a. Clarifying the definition of a railroad freight terminal
- b. Allowing additional height for supporting structures
- c. Assessing the permitted and conditional uses in the land use tables

The amendments will affect Section 21A.28: Manufacturing Districts; 21A.33.040: Table of Permitted and Conditional Uses for Manufacturing Districts; and 21A.62: Definition of Terms. Other related provision of Title 21A may be amended as part of this petition. (Staff

Contact: Tracy Tran at (801)535-7645 or tracy.tran@slcgov.com.) Case number: PLNPCM2017-1038 (Legislative Matter)

Mr. Norris reviewed the State Legislature's interest in the Northwest Quadrant and that it was important for the City to maintain the land use authority over the area. He reviewed the City Council's view on the proposal and the pending development agreement. Mr. Norris stated the City Council wanted the Planning Commission's recommendation and to know if there were any concerns that needed to be addressed prior to final approval. He reviewed the timeline for the proposal and the individuals in the audience that could help answer questions regarding the proposal.

Ms. Tracy Tran, Principal Planner, reviewed the petition as outlined in the Staff Report (located in the case file). She stated Staff recommended that the Planning Commission forward a positive recommendation to the City Council regarding the petition.

The Commission and Staff discussed and stated the following:

- If the Prison was considered a residential use.
- If the bases of the proposal was to allow a rail yard in the Northwest Quadrant.
- Why the proposal was being considered at this point and was not part of the original proposal.
- The original date the petition was initiated.
- The public outreach and input process for the petition.
- If the State could override the proposal once it was approved.
- The timeline for the proposal.
- The risks and impacts to changing all of the M1 and M2 zones as proposed.
- The locations in the Northwest Quadrant where such a facility could be constructed.
- The environmental protections for the area and how it would affect the subject development.
- How crane and building heights would or would not affect the airport.
- The noise levels and impacts an inland port may have on surrounding areas.
- How environmental impacts are identified, mitigated and regulated.
- The uses allowed under the current zoning and what would be allowed with the changes.

PUBLIC HEARING [7:00:34 PM](#)

Chairperson Clark opened the Public Hearing.

Ms. Dorothy Owen, West Pointe Community Council, stated to make the facility work there needed to be an anchor tenant and not knowing who the anchor tenant would be was a concern. She stated the Community Council did not want to make the same mistake as other cities had. She stated the cities used as an examples in the Staff Report were on the coast and not in valley such as Salt Lake City therefore, they were not ideal examples to show the impacts the facility would have. Ms. Owen stated comparable examples were a must and the Community Council would love to know how the railroad terminal fit in the definition of M1 as they were unable to find the answer. She stated the Community Council felt the proposal was creating a loop hole for the facility.

Mr. Darrin Eyre, CRS Engineers, stated rail repair facilities were clean or cleaner than typical automotive repair facilities as there are safety and environmental protocols in place to prevent environmental accidents. He reviewed how rail infrastructure benefited the environment and removed trucks off the highways.

The following individuals spoke to the petition: Ms. Ann O'Connell, Ms. Marcelle Shoop, Ms. Laura Butler, Mr. Wayne Martinson, Mr. Wade Budge, Mr. Terry Marasco, Mr. John Birkinshaw, Mr. Lance Bullen and Mr. Chuck Travis.

The following comments were made:

- Understood the Legislative pressure regarding the issue but more public input and discussion should be gathered prior to approving the petition.
- Proposed zoning changes should be kept south of the freeway.
- The timeline for approval was too compressed to distribute adequate information to the public.
- It was important to retain the integrity of the natural areas.
- Invasive species could become an issue with the proposed use.
- Repair shop should be a conditional use not a permitted use.
- The new development was beyond what was discussed in the approved Northwest Quadrant Master Plan.
- The footprint and scale of the development was a great concern.
- Supported the proposal and agreed with its importance.
- Rail facilities are currently allowed in the area and the proposed changes would increase the buffer required for these uses.
- The proposal was a great way to help facilitate an orderly development of the area.
- Each development application would be brought to the Planning Commission for review at which time the public would have a chance to speak.
- Was lead to believe the next step for the proposal was for government officials to determine who would govern the site so, why are decisions being made prior to that happening?
- Concerned about the air quality a facility of this magnitude would create.
- The project was bigger than the rail terminals.
- The proposal was the first phase in the development of the area.
- Rio Tinto was in it for the long haul and would work with the community to find a balance for the area.
- The railroad was a progressive, proactive and environmentally savvy option for shipping and transportation of goods as well as the economic growth in Salt Lake City.
- These would be trains of containers not switch cars creating minimal noise.
- The cranes used to move containers would be electric and not add to emission issues.
- Site location for new customers was very difficult as there were so few rail lines currently available.
- The question was to how the area would be developed, not when and rail ways would be the most efficient way.

Chairperson Clark closed the Public Hearing.

The Commission and Staff discussed the following:

- How the Airport Overlay Zone impacted the proposed zoning.
- The Airport's purview over the Northwest Quadrant.
- If future runways would create issues regarding height.
- The history behind the current five mile buffer between the M1 and residential zoning.
- Why the repair facility use was proposed to change from a permitted use to a conditional use.
- If large truck repair and rail repair would be similar in design and regulation.
- How potential invasive species would be regulated.
- How grain elevators would be regulated to minimize potential impacts from dust.
- If it would be problematic to include the buffer zone as an exclusionary space to the conditional use.
- What currently could be constructed in the buffer zone and the regulations for those developments?
- The opportunity for additional public input on the proposal.
- What happened to freight after it was brought into the rail hub.

Mr. Chuck Travis and Mr. Darrin Eyre reviewed the benefits of train shipping versus truck distribution and what happened to transported goods at the facility.

The Commission, Staff, Mr. Travis and Mr. Eyre discussed the following:

- If the facility would spur economic and manufacturing growth.
- The amount of goods that would potentially stay in Salt Lake City or travel to other cities.
- Who would operate or own the facility?

The Commission discussed and stated the following:

- It didn't matter who operated or owned the facility the issue at hand was the use.
- The impacts were generally low and most were already allowed.
- The proposal was consistent with the area and rail was sustainable way to transport goods.
- Why this aspect left was out of the process when things could have been reviewed more in depth at the beginning.
- Recommend the City Council consider only allowing the proposed use south of the freeway.
- A map indicating where the facility could be located, including all of the buffer zones, would be a benefit to those reviewing the proposal.
- Consider adding a buffer zone around the state prison facility to mitigate noise.
- Would like to see the facility pushed as far west as possible to ensure it would not impact future growth of the city.
- The location of residential uses in the Northwest Quadrant.

MOTION [7:57:11 PM](#)

Commissioner Lyon stated based on the findings and information listed in the Staff Report and the testimony and discussion at the public hearing and plans presented, he moved that Planning Commission forward a favorable recommendation to the City could regard the proposed zoning text amendments PLNPCM2017-01038, Global Trade Port in Manufacturing Zones amendment with the following considerations :

- 1. That Staff prepare a map of exactly where a facility could or would like be located given the airport overlay, existing rail lines, new residential buffers etc.**
- 2. That the City Council have a discussion and consider only allowing such a facility south of the freeway or at least weighting the pros and cons of what that may mean.**
- 3. That the City Council consider adding a buffer near the site of the State Prison.**
- 4. That the City Council maybe consider adding a buffer near the existing hotels and business district.**
- 5. That the City Council consider adding an additional buffer to the current environmental buffer on the northwest part of the Northwest Quadrant.**

The Commission discussed potential language that could be added to the motion.

Commissioner Ruttinger seconded the motion. Commissioners Bachman, Garcia, Lyon, Paredes and Ruttinger voted “aye”. The motion passed unanimously.

The meeting adjourned at [8:02:04 PM](#)