



# Staff Report

PLANNING DIVISION

**To:** Salt Lake City Planning Commission  
**From:** Andy Hulka, Inland Port Principal Planner, andy.hulka@slcgov.com, 801-535-6608  
**Date:** August 9, 2023  
**Re:** PLNPCM2023-00282; Text Amendment Related to Maximum Height in the M-1 District

## Zoning Text Amendment

**GENERAL PLANS:** [Northwest Quadrant Master Plan](#) & [Plan Salt Lake](#)  
**ZONING DISTRICT:** [M-1 Light Manufacturing District](#)  
**COUNCIL DISTRICT:** District 2 – Represented by Alejandro Puy

### REQUEST:

The Salt Lake Garfield and Western Railway Company has initiated a petition to amend the zoning ordinance related to maximum height in the M-1 Light Manufacturing District. The proposed amendment would allow bulk material storage structures up to 150' in height to be built west of 5600 West and between 100' and 1000' south of I-80. The proposed changes will affect section 21A.28.020 "M-1 Light Manufacturing District" of the zoning ordinance.

### 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 therefore recommends that the Planning Commission forward a recommendation to City Council to approve the proposed text amendment.

### EXECUTIVE SUMMARY

- M-1 Max. Height:
  - 65' (Buildings)
  - 85' (Railroad Offloading Structures)
  - 120' (Emission Free Distillation Columns)
- Location Exceptions:
  - West of the Airport / North of I-80:
    - 85' with design review approval
  - **PROPOSED: West of 5600 West and between 100' – 1,000' south of I-80**
    - **150' for bulk material storage structures associated with a railroad freight terminal**

### ATTACHMENTS:

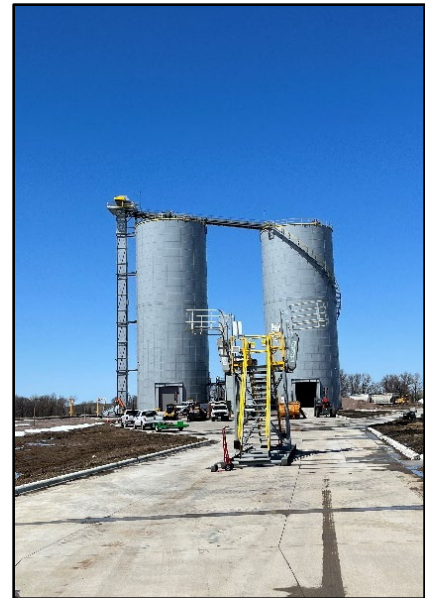
- A. [ATTACHMENT A: Proposed Text Amendment](#)
- B. [ATTACHMENT B: Text Amendment Standards](#)
- C. [ATTACHMENT C: Applicant's Memo](#)
- D. [ATTACHMENT D: Public Process & Comments](#)
- E. [ATTACHMENT E: Department Review Comments](#)

## PROJECT DESCRIPTION

The M-1 Light Manufacturing District is intended 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” ([21A.28.020.A](#)). The current maximum height allowed in the district is 65’, with several exceptions for different types of structures or buildings in certain locations:

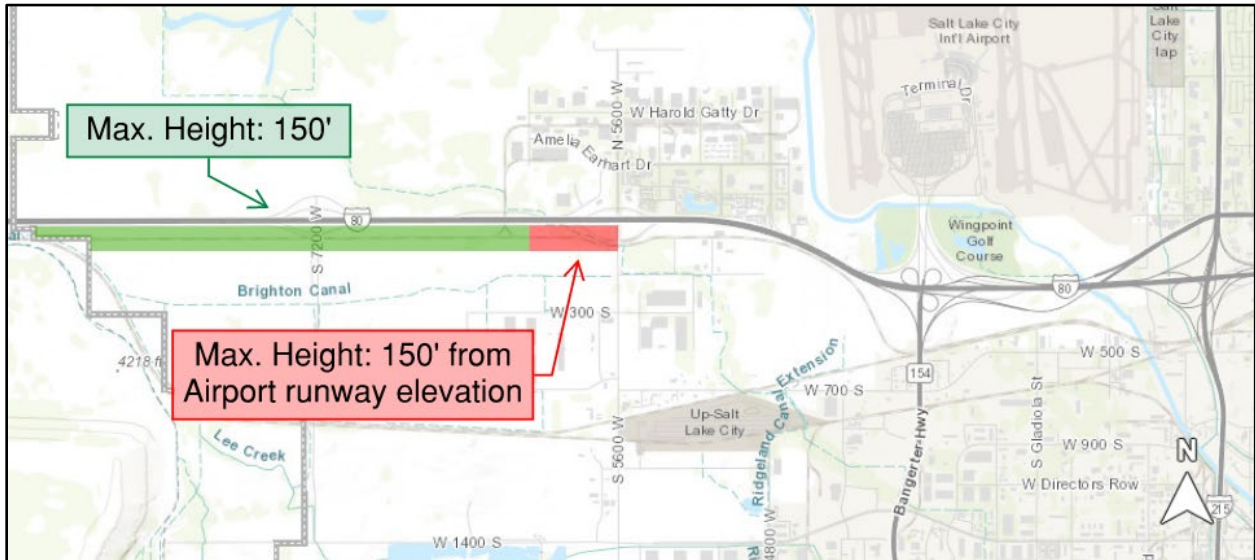
- Emission free distillation column structures necessary for manufacture processing purposes are permitted up to 120’.
- Buildings located west of the Airport and north of I-80 are permitted up to 85’, subject to design review.
- Railroad offloading structures are allowed up to a maximum of 85’.

The applicant is requesting an amendment to the maximum height standards in the M-1 District to allow certain structures in a specific area to be constructed up to a maximum height of 150’. The applicant is interested in building a cement distribution terminal for bulk cement products. They are requesting the additional height so that the storage tanks will be able to load tanker trailers via gravity (in lieu of powered equipment) and to have capacity to hold enough product to make the unit trains viable (applicant’s full application memo included for reference in [Appendix C](#)).

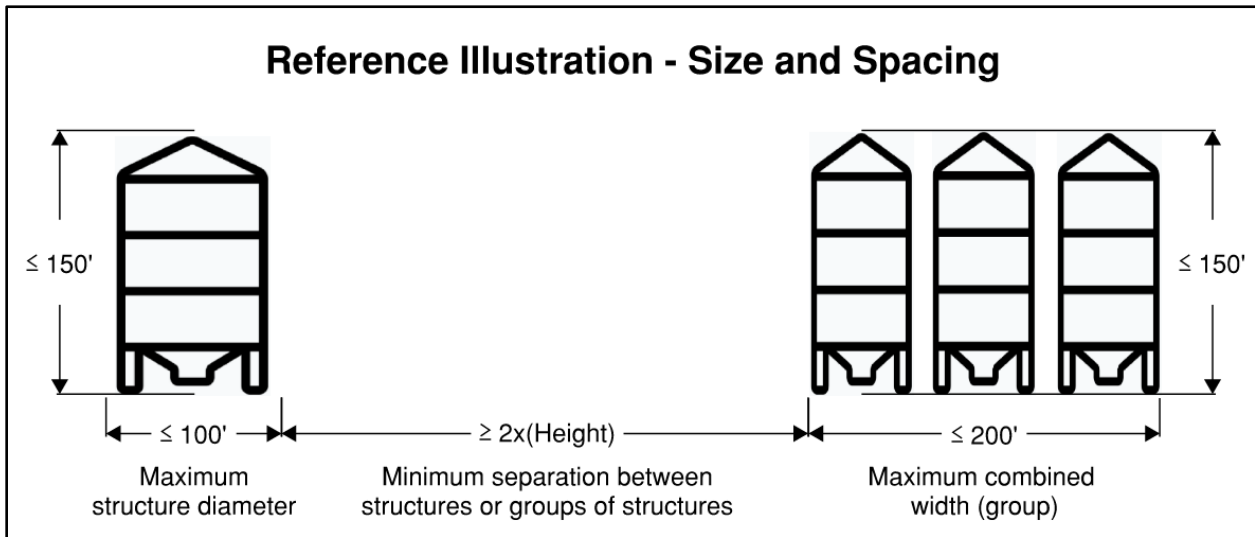


*Example cement distribution terminal (Otsego, MN)*

After several discussions with the applicant, the language of the proposed amendment was drafted to allow bulk material storage structures associated with a railroad freight terminal up to 150’ in height if they are located west of 5600 W. and between 100’ and 1000’ south of I-80. Airport staff has also requested that the height of structures located between 5600 W. and John Glenn Rd. be measured from the Airport runway centerline elevation. In order to mitigate the potential visual impact of the structures, size and spacing standards have been included to limit the diameter of the structures to 100’ and to require spacing between structures equal to or greater than double the structure height (further discussion of impact mitigation is included in the [Key Considerations](#) section below).



*Location Exception Area*



*Structure Size & Spacing Diagram*

**APPROVAL PROCESS AND COMMISSION AUTHORITY**

The proposal is for a zoning text amendment. The Planning Commission may make a recommendation to the City Council on this type of proposal per 21A.50.050.A. The Planning Commission may make modifications to the proposed amendments, direct staff to make recommendations, or forward a recommendation to the City Council. Staff recommends that the Planning Commission forward a positive recommendation to the City Council to adopt the proposed text amendment.

## KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of the project:

1. Compliance with City Goals, Policies, and General Plans
2. Impact Analysis
3. Use Analysis

### Consideration 1: Compliance with City Goals, Policies, and General Plans

#### Plan Salt Lake

The proposed amendment is intended to comply with the following initiatives contained in the citywide general plan, Plan Salt Lake:

#### Growth

- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.

#### Economy

- Maintain and grow Salt Lake City as the economic center of the region.
- Support the growth of the industrial areas of the City.

The proposed amendment follows the City general plan by supporting new industrial development on underutilized land near a major transportation corridor and by supporting industrial economic growth.

#### Northwest Quadrant Master Plan

The Northwest Quadrant Master Plan is the applicable neighborhood plan for the subject area. The plan envisions the Northwest Quadrant as a new, sustainable area of Salt Lake City that is an economic engine for the City, region and State. A few relevant goals, principles, and policies of the plan include:

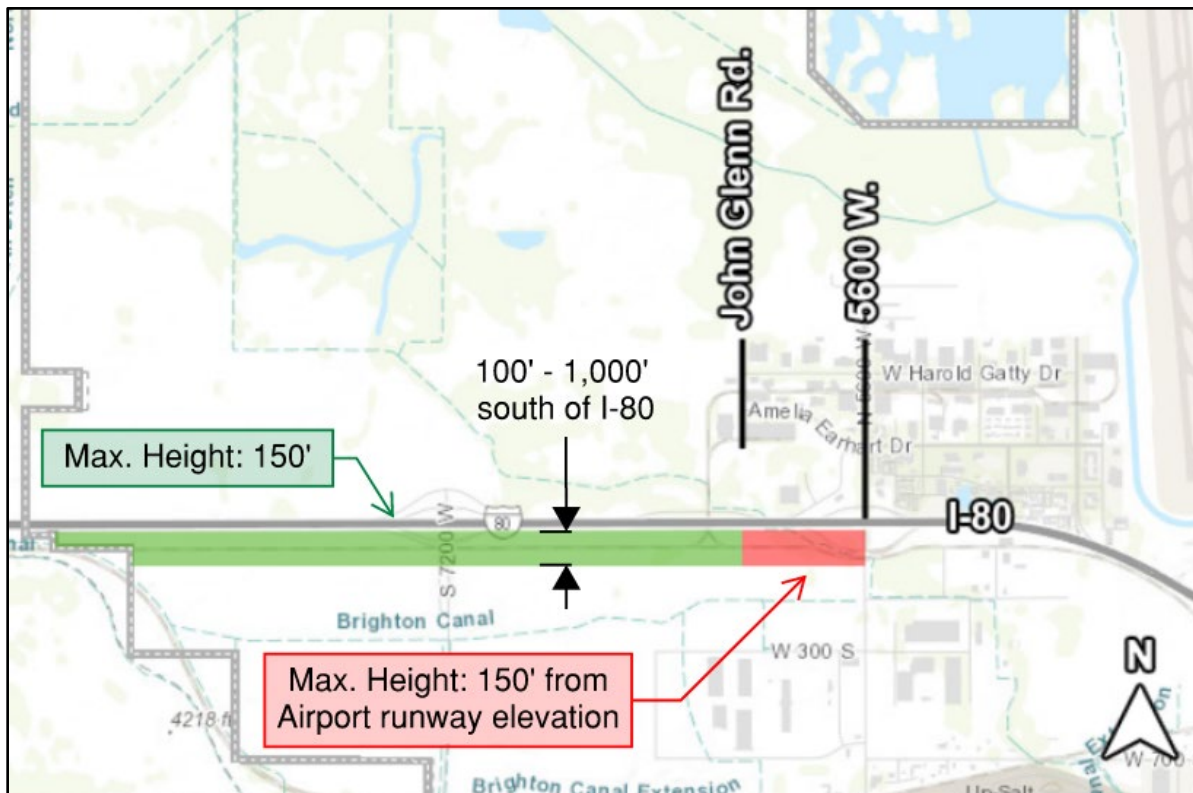
- Concentrate commercial and industrial development near major transportation corridors.
- Encourage industrial and manufacturing uses adjacent to I-80 and around the intermodal rail facility.
- Support lower buildings closer to natural areas and taller buildings around the 7200 West and I-80 interchange.
- Build a consistent industrial development pattern south of I-80.

Both the citywide and neighborhood general plans encourage industrial development in the city, but caution that the growth should be directed away from natural areas and focused on major transportation corridors. By limiting the proposal to only the area directly south of I-80, this type of development will be confined in an already developed area outside of natural and buffer areas.

## Consideration 2: Impact Analysis

### Traffic Impact

The proposed amendment would allow additional height for certain structures in the area west of 5600 West and between 100' – 1,000' south of I-80. This location-based approach is consistent with the Northwest Quadrant Master Plan's direction to "encourage industrial and manufacturing uses adjacent to I-80 and around the intermodal rail facility." City staff supports the location exception approach as a strategy to minimize potential negative impacts to the area. Because bulk material storage structures are typically served by large delivery trucks, restricting these structures to the area directly south of I-80 is intended to reduce the potential traffic impact by keeping larger vehicles near the interstate.



*Location Exception Area*

### Visual Impact

Inevitably, taller structures have a visual impact on the surrounding area. The proposed limits of the location exception area is intended to limit such impacts by keeping taller industrial structures to a consolidated area, rather than scattered throughout the city. Staff has worked with the applicant to include in the proposed amendment size and spacing requirements intended to mitigate some of the visual impact. Without size and spacing requirements, it would be possible for many tall structures to be built in a row, effectively creating a wall of 150'-tall structures. The proposed language seeks to address this concern by including a requirement for any such structure or group of structures over 85' tall to be separated by a distance equal to or greater than two times their height to break up the massing and provide relief from negative visual impacts. It also limits the overall length of groups of structures to a maximum of 200'.

### Consideration 3: Use Analysis

Manufacturing districts allow a wide range of land uses, including uses like chemical manufacturing, food processing, hotels/motels, laboratories, offices, commercial parking, warehouses, and wholesale distribution uses. Because of the wide variety of permitted and conditional uses in the M-1 District, the height exception is proposed to apply to a specific structure type that meets the applicant's request and is consistent with planning goals. The narrow focus of the proposed language is to avoid possible unforeseen environmental or other impacts that might come with different industrial land uses at a much larger scale.

This text amendment applies specifically to "bulk material storage structures associated with a railroad freight terminal." The zoning ordinance defines railroad freight terminal facilities as:

*RAILROAD, FREIGHT TERMINAL FACILITY: A major railroad track yard area for regional scale interstate mainline oriented intermodal freight transfers of: a) multimodal (sea, rail, truck transport) self-contained cargo containers from train to train, train to semitruck trailer, and semitruck trailer to train loading; and b) for new motor vehicle train transports to semitruck trailer transports for regional distribution purposes. Also includes storage of train vehicles and temporary storage of bulk materials at the facility while the material awaits distribution.*

Railroad freight terminal facilities are a conditional use in the M-1 District, with a qualifying provision that "no railroad freight terminal facility shall be located within 1 mile of a Residential Zoning District." Because these facilities are conditional uses, any new development of bulk material storage structures for freight terminals will require approval by the Planning Commission. Throughout the conditional use process, specific concerns about negative impacts related to a particular project can be mitigated through the imposition of appropriate conditions.

In addition, because this area is within the Inland Port Overlay District, new conditional uses are required to provide impact mitigation plans that address traffic impacts, estimated energy consumption, stormwater impacts, water use, sewer impacts, and an emergency response plan. These include:

*Natural Resource And Bulk Storage (21A.34.150.E.1)*

*b. The unloading, loading, transfer, or temporary storage of coal, coal byproducts (such as coke, fly ash, bottom ash, synthetic gypsum and similar products), and crude oil shall be:*

*(1) Conducted within an enclosed building, except that such materials may be stored in a rail car if the rail car is covered or sprayed with a surfactant to reduce dust.*

*(2) Located a minimum of one thousand feet (1,000') from the Northwest Quadrant Overlay District Natural Area, any aquatic resources as defined by the Army Corps of Engineers, any migratory bird production area as defined in Utah Code title 23, chapter 28, and any environmentally sensitive area as identified by any State or Federal agency.*

*(3) Located a minimum of one thousand feet (1,000') from a Residential Zoning District and the Utah State Prison facility.*

Coal, crude oil, and other similar products must be stored within enclosed buildings and must be located away from sensitive lands, residential districts, and the prison facility. These requirements would apply to any bulk storage facility affected by the proposed amendment.

Any new use would also have to comply with Air Pollution Control standards found in Chapter 9.24 of the city code. The chapter states that the Salt Lake Valley health department is authorized to enforce health regulations in the city. The Air Pollution Control chapter contains regulations regarding air pollution, visible emissions, fugitive dust, and odor control. If a bulk storage facility is expected to become a source of air pollution, it must comply with the applicable provisions of the chapter, including additional reports and inspections.

## STAFF RECOMMENDATION

The proposed ordinance amendments have been reviewed against the Zoning Amendment consideration criteria in [Attachment B](#). The proposed amendment implements professional best practices, does not conflict with other applicable State or City Code, and aligns with the City's zoning purposes. The proposed amendment also furthers the purpose of the city's policies and goals, including those in the applicable master plans.

Due to these considerations, **staff is recommending that the Commission forward a favorable recommendation on this request to the City Council.**

## NEXT STEPS

The Planning Commission can provide a positive or negative recommendation for the proposed text amendment. The recommendation will be sent to the City Council, who will hold a briefing and additional public hearing on the proposed amendments. The City Council may make modifications to the proposal and approve or decline to approve the proposed amendments.

If ultimately approved by the City Council, the changes would be incorporated into the Salt Lake City Zoning Ordinance, and new development would be required to follow the new regulations.

# ATTACHMENT A: Proposed Text Amendment

## What is Changing?

Black Text: Existing Ordinance

Red Text with Underline: Language Added

~~Red Text with Strikethrough~~: Language Removed

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

#### F. Maximum Height:

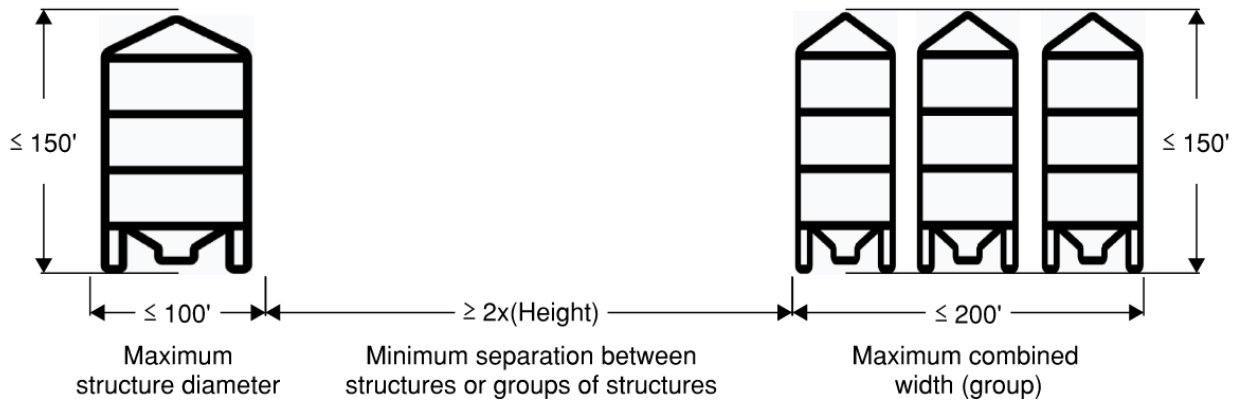
1. Distillation Column Structures; Development In AFPP Overlay District: No building shall exceed sixty five feet (65') except that emission free distillation column structures, necessary for manufacture processing purposes, shall be permitted up to the most restrictive Federal Aviation Administration 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 exceptions: 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').~~

- a. 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').
- b. West of 5600 W Street and between 100' and 1,000' south of the Interstate 80 (I-80) right of way: Bulk material storage structures associated with a railroad freight terminal may be allowed up to one hundred fifty feet (150') in height. The height shall be measured from the Salt Lake City International Airport (SLCIA) runway centerline elevation when the structure is located between 5600 West Street and John Glenn Road.
  - i. Size and spacing: Structures exceeding 85' in height are limited to 100' in diameter. A group of such structures may be permitted if the combined width, including the space in between the structures, does not exceed 200'. Such structures or groups of structures shall be separated by a distance equal to or greater than 2 times its height.



### Reference Illustration - Size and Spacing



3. 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.

# ATTACHMENT B: Text Amendment Standards

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## ZONING TEXT AMENDMENTS

**21A.50.050:** A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the City Council and is not controlled by any one standard. In deciding to amend the zoning text, the City Council should consider the following:

**1. Whether a proposed text amendment is consistent with the purposes, goals, objectives, and policies of the city as stated through its various adopted planning documents.**

The proposed amendments are consistent with the goals and policies of the City’s plans. The amendments to the zoning code are in-line with the policies found in the Northwest Quadrant Master Plan and Plan Salt Lake, as discussed under Key Consideration #1. The proposed text amendment is intended to ensure that future development achieves the general policies and goals in these plans that speak of promoting new industrial growth along major transportation corridors. The proposal is also intended to promote economic growth and development on underutilized land.

**2. Whether a proposed text amendment furthers the specific purpose statements of the zoning ordinance.**

The proposed text amendment is consistent with the stated purpose of the M-1 Light Manufacturing District 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.” Limiting the amendment to bulk material storage structures mitigates impact on adjacent properties and avoids similar allowance to uses that may not be appropriate. In addition, the defined area, which is directly south of I-80, does not include sensitive lands or waterways that would be detrimentally impacted by taller structures.

Another purpose of the M-1 Light Manufacturing District is “to provide areas in the City that generate employment opportunities and to promote economic development.” The applicant indicated in their application memo that the reason for the height increase is to get the capacity to make such projects viable. Allowing for such projects in the area could contribute to the economic development of the city.

**3. Whether a proposed text amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards.**

AFPP Airport Flight Path Protection Overlay District (21A.34.040)

The proposed text amendment is consistent with the Airport Flight Path Protection Overlay District’s purpose “that it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of airport hazards be prevented.” Airport planning staff had the opportunity to review the proposal and provide comments (see [Appendix E](#) for details). The proposed language has been updated to reflect the requirements from Airport staff.

IP Inland Port Overlay District (21A.34.150)

The Inland Port Overlay District is “intended to take advantage of its location near an international airport, the interstate system, and rail infrastructure to allow for development that facilitates regional, national, and international trade.” This project is consistent with the purpose of the Inland Port Overlay District because it specifically deals with structures associated with railroad freight. The intent of the amendment is to allow for additional development that facilitates trade using rail infrastructure.

**4. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design.**

Urban planning issues related to this request include concerns about the potential for industrial “sprawl,” traffic/air quality issues caused by large commercial vehicles, and other environmental impacts. Staff worked with the applicant to address these concerns by limiting the applicable area and the type of structures allowed, and by adding size and spacing requirements. Restricting the additional height to a limited area within 1,000’ of I-80 was intended to prevent a sprawling development pattern and the corresponding environmental, traffic, and visual impacts associated with sprawl. The additional height was only made available to bulk storage structures to avoid larger more heavy industrial land use types being developed that could potentially have a more negative environmental impact.

# **ATTACHMENT C: Applicant's Memo**

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# ZONING APPLICATION MEMORANDUM

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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

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## **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)



# ATTACHMENT D: Public Process & Comments

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## Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project since the applications were submitted:

- May 16, 2023 – The Poplar Grove Community Council was sent the 45-day required notice for recognized community organizations. The council did not provide comments.
- May 23, 2023 – Property owners and residents within and adjacent to the affected area were provided early notification of the proposal.
- May – July 2023 – The project was posted to the Online Open House webpage.

Notice of the public hearing for the proposal included:

- July 28, 2023
  - Public hearing notice mailed
  - Public notice posted on City and State websites and Planning Division list serve

## Public Input:

Staff has received no public input for this petition.

# ATTACHMENT E: Department Review Comments

This proposal was reviewed by the following departments. Any requirement identified by a City Department is required to be complied with.

## **Engineering: Scott Weiler, P.E.**

I would not normally have any comments on something like this but as I read the proposed language, it seems to contradict what you wrote in summarizing it. "Not less" is the same as "more". So this is proposing to affect property more than 1000 feet south of I-80.

*(Planning Staff Note: This initial error has been addressed in the updated amendment language.)*

## **Airport: Lisa Garmendia**

See comments included on attached diagram.

## **Urban Forestry: Rick Nelson**

Urban Forestry has no concerns with this proposal, but would suggest the addition of requiring that a street tree be planted for every 30' of street frontage within this zone.

## **Sustainability: Debbie Lyons**

In reviewing the amendment language, I think there is possibly a "not" that needs to be removed: 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').

From the map included in the email, it looks like all of the proposed areas are within 1000 feet to the South of I-80. So it seems to me the locations allowed for exceeding 85 feet should be less than 1000 feet south of I-80. The other way to say this would be "not more than 1000 feet south"

*(Planning Staff Note: This initial error has been addressed in the updated amendment language.)*

I'm not sure we have a lot we can require, but our "wish list" is best reflected in the RDA's sustainable building policy <https://slcrda.com/wp-content/uploads/2021/12/Sust-Dev-Press-Release-Graphic.pdf>. We have an energy benchmarking ordinance that applies to certain buildings over 25,000 square feet, chapter 18.94 [https://codelibrary.amlegal.com/codes/saltlakecityut/latest/saltlakecity\\_ut/0-0-0-62046](https://codelibrary.amlegal.com/codes/saltlakecityut/latest/saltlakecity_ut/0-0-0-62046).

## **Public Utilities: Ali Farshid, P.E.**

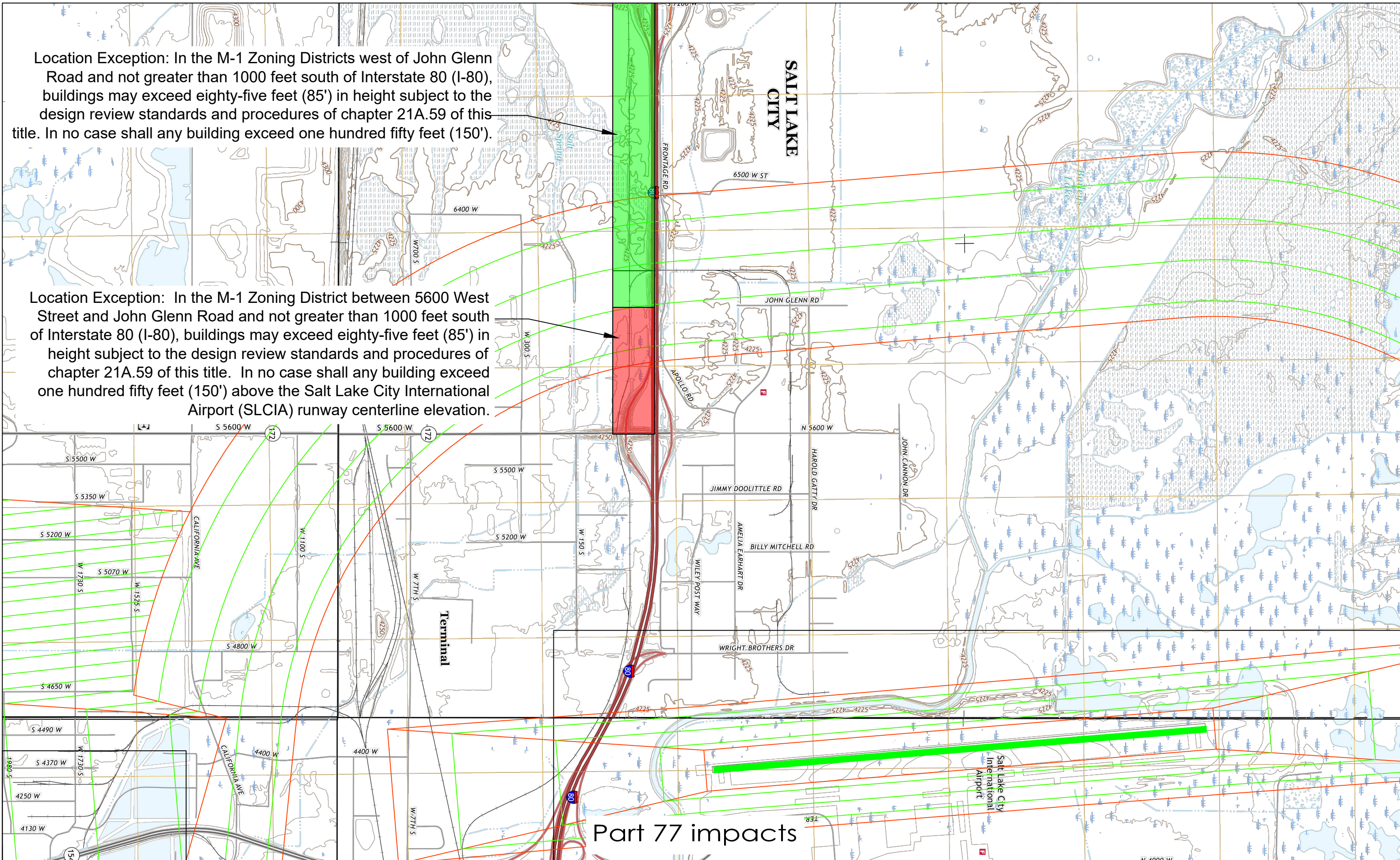
PU has no issues with the proposed height change. Development applicants in this zone should be aware that additional offsite improvements may be required for increased demand and development of these properties. Public Utilities supports environmental requirements being included in the added ordinance language. Specifically, Public Utilities will require stormwater pollution reduction via green infrastructure and low impact development. Additional comments have been provided to assist in the future development. The following comments are provided for information only and do not provide official project review or approval.

Comments are provided to assist in design and development by providing guidance for project requirements.

- Infrastructure packages and plans shall be submitted, reviewed, and approved prior to approval of individual building permits.
- Reimbursement fees may apply to the proposed developments for the planned or already installed Public Utilities infrastructure in the area. Please contact the Development Services office at 801-483-6727 for the details.
- Commercial and industrial facilities are responsible to ensure their wastewater discharge meets all regulatory standards and requirements. Industries or facilities with specific manufacturing processes, wastewater pollutants or waste streams, are required to meet wastewater discharge water quality parameters (i.e., discharge limits) and other requirements. These facilities must obtain a wastewater discharge permit prior to the discharge wastewater into the publicly owned treatment works.
- A Technical Drainage Studies will be required for projects one acre and over. Detention must be provided to the effect that no more than 0.2 cfs/acre is discharged for the 100 year 3 hour storm with the Farmer Fletcher Rainfall Distribution.
- 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 runoff pollutants. 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). Developments need to provide options for stormwater treatment and retention for the 80th percentile storm. Please refer to the Utah DEQ's Low Impact Development Guide for the retention, detention, and LID's options and design requirements.
- A Storm Water Pollution Prevention Plan will be required for the developments in these areas for projects with the disturbance area of one acre and over.
- Where wetlands exist, a wetland delineation approval from the US Army Corps of Engineers will be required. Construction is not allowed within the delineated wetlands.
- Public streetlights may be required as part of this project. Please contact David Pearson (the SLCDPU Streetlight Program Manager) at david.pearson@slcgov.com or 801-483-6738 to discuss the 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 and extended beyond the property lines.
- 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.
- Water meters 4" or larger require a justification letter prior to approval. If approved, the water meter will require additional monthly fees.
- Private sewer services larger than 6" require a Request for Variance. The request must provide flow and velocity for the peak flow condition and average day condition. 8" laterals must connect to the public sewer system via public manhole.
- Private fire hydrants will require detector checks.
- Additional SLCDPU comments may apply and will be provided during the review process once the project is submitted for a building permit.

Location Exception: In the M-1 Zoning Districts west of John Glenn Road and not greater 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').

Location Exception: In the M-1 Zoning District between 5600 West Street and John Glenn Road and not greater 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') above the Salt Lake City International Airport (SLCIA) runway centerline elevation.



Part 77 impacts