



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Aaron Barlow, Principal Planner, aaron.barlow@slcgov.com, 801-535-6182
Date: August 23, 2023
Re: Zoning Amendment from M-2 to M-1 at 680 South Gladiola Street – PLNPCM2023-00236

Zoning Map Amendment

PROPERTY ADDRESS: 680 South Gladiola Street **PARCEL ID:** 15-08-503-002-0000
MASTER PLAN: [Northwest Quadrant](#)
CURRENT ZONING DISTRICT: [M-2 Heavy Manufacturing Zoning District](#)
PROPOSED ZONING DISTRICT: [M-1 Light Manufacturing Zoning District](#)
OVERLAY DISTRICT: [Airport Flight Path Protection Overlay](#), Zone B – High Noise Impact
COUNCIL DISTRICT: District 2, [Alejandro Puy](#)

REQUEST:

Salt Lake City has received a request from Tony Sieverts of Gladiola Street, LLC, the property owner, to rezone the property at approximately 680 South Gladiola Street from M-2 Heavy Manufacturing District to M-1 Light Manufacturing District. The stated intent of the proposed rezoning is to enable the use of the property as a commercial truck driving school (classified as a [vocational school with outdoor activities](#)), which is permitted within the M-1 Light Manufacturing zoning district and not within the M-2 Heavy Manufacturing district.

RECOMMENDATION:

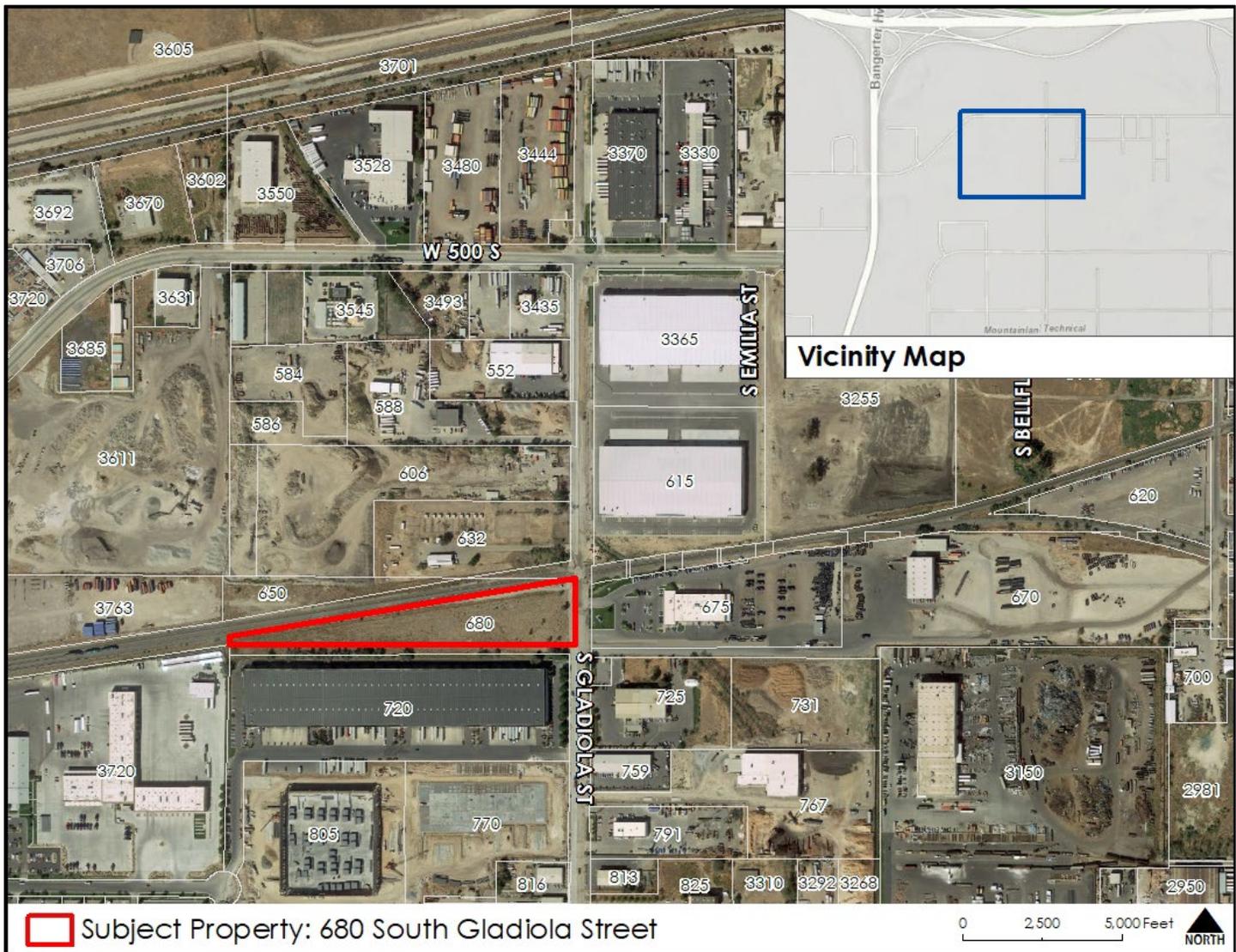
Based on the findings in this report, Planning staff recommends that the Planning Commission forward a positive recommendation to the City Council for the proposed Zoning Map Amendment.

ATTACHMENTS:

- A. [Location Map](#)
- B. [Applicant Submittal](#)
- C. [Photos](#)
- D. [Zoning District Comparison](#)
- E. [City Master Plan Policies](#)
- F. [Analysis of Relevant Standards](#)
- G. [Public Process & Comments](#)
- H. [Department Review Comments](#)

BACKGROUND AND PROJECT DESCRIPTION

This is a request to rezone (or change the zoning district of) the property located at approximately 680 South Gladiola Street from M-2 Heavy Manufacturing to M-1 Light Manufacturing. The property in question sits next to the intersection between Gladiola Street and a Union Pacific Railroad line that runs east to west (see the map below and in [Attachment A](#) for more detail).



Tony Sieverts, the applicant and property owner, has submitted this petition so that he can develop the property into a Commercial Truck Driving School. His proposed use (the truck driving school), while not explicitly listed in the table of permitted and conditional land uses in Manufacturing districts, meets the definition of a vocational school with outdoor uses. In the M-2 district, vocational schools (with or without outdoor uses) are not allowed. The next-most similar zoning district, the M-1 district, permits both types of vocational schools.

EXISTING CONDITIONS

The subject property is around 5 acres in size and sits on the west side of Gladiola Street at the approximate midpoint between 500 South and 900 South. It directly abuts the railroad spur that connects to Union Pacific's Intermodal Hub. The property is currently vacant and appears to have been for some time. Surrounding development primarily consist of uses typically found within manufacturing districts, including storage yards, warehouses, and high-intensity commercial uses (greenhouses, contractor supplies, etc.).

As noted earlier, the subject property is situated within the M-2 Heavy Manufacturing zoning district. Properties to the north and the east are also zoned M-2. Abutting properties to the south and the west are zoned M-1 Light Manufacturing. No other zoning districts are within the vicinity of the subject property.

PROPOSED DEVELOPMENT

The applicant has not included development plans with this request. If the Salt Lake City Council adopts the rezone request, the applicant would then need to submit the necessary development applications, and the development proposal would need to comply with all applicable regulations within the Salt Lake City Zoning Ordinance. Because the intended use is permitted (allowed without Planning Commission review or additional conditions), Planning staff anticipates that review by the Planning Commission would only be required if the applicant requests modifications to development standards through the Design Review or Planned Development processes.

ZONING AMENDMENT SUMMARY

Existing Zoning District – [M-2 Heavy Manufacturing](#)

The subject property is currently within the M-2 Heavy Manufacturing zoning district. The intended purpose of this district, as established in Salt Lake City’s Zoning Ordinance, “is to provide an environment for larger and more intensive industrial uses that do not require, and may not be appropriate for, a nuisance-free environment.” If a given land use causes excessive noise, smells, pollution, or traffic from heavy vehicles, it is likely only allowed in the M-2 district. Some examples of uses permitted only in the M-2 district and nowhere else in the City include chemical manufacturing & storage, poultry farms and processing plants, slaughterhouses, and petroleum refineries.

[Airport Flight Path Protection Overlay](#)

The subject site is also within the Airport Flight Path Protection Overlay District, which is intended to protect the flight path of air traffic from possible obstructions and “the health, safety, and welfare of property or occupants of land in [the airport’s] vicinity.” The overlay is divided into subcategories based on a location’s proximity to the path of aircraft landing at the airport. Each zone includes use and development restrictions according to the scale of impact from air traffic. The subject property is located within “Zone B,” the second-most impacted zone. Uses that are prohibited in this zone (with some exceptions) include residential uses, institutional uses (schools, hospitals, churches, and rest homes), and hotels/motels (without additional insulation from noise). This proposal does not include any requests to modify the Flight Path Protection Overlay District.

Proposed Zoning – [M-1 Light Manufacturing](#)

The M-1 Light Manufacturing District has many similar development standards to the M-2 District and allows many of the same uses. The district’s intended purpose “is to provide an environment for light industrial uses that produce no appreciable impact on adjacent properties” with a “clean and attractive setting.” Uses permitted in this district may be industrial in nature but do not create the same level of nuisances as uses only allowed in the M-2 district. Many, but not all, uses that are permitted within the M-1 district are also permitted within the M-2 district. A detailed comparison of the M-1 and M-2 zoning districts can be found in [Attachment D](#).

KEY CONSIDERATIONS

Planning staff reviewed this proposal and found that the primary issue that the Planning Commission should consider is the proposal's compatibility with relevant adopted master plans. No other areas of significant concern were identified.

Master Plan Compatibility

The standards for zoning map amendments ([21A.50.050.B](#)) suggest that rezone requests should be consistent with “the purposes, goals, objectives, and policies of the City as stated through its various adopted planning documents.” In other words, the request should ideally align with stated policies in the City's adopted master plans. Staff's analysis of the proposal's compatibility with applicable plans can be found below. However, the City Council is not held to any one standard when making their decision. A more detailed analysis of individual policies can be found in [Attachment E](#).

[Plan Salt Lake \(2015\)](#)

Plan Salt Lake outlines an overall vision of sustainable growth and development in the city. This includes the development of a diverse mix of uses which is essential to accommodate responsible growth. Compatibility, or how new development fits into the scale and character of its neighborhood, is also an essential consideration. New development should be sensitive to the surrounding context while also providing opportunities for further growth. In this context, the most relevant Guiding Principle from the plan would be “*A balanced economy that produces quality jobs and fosters an innovative environment for commerce, entrepreneurial local businesses, and industry to thrive.*”

The applicant has requested this amendment so he can open a truck driving school at the subject property. While the proposed use is not allowed in the M-2 district, the nature of the proposal is compatible with the industrial character of the surrounding context. Additionally, the potential nuisances (truck traffic, dust, and noise, to name a few) would be best kept within a neighborhood intended for industrial development. Finally, rezoning the property would enable the opening of an “entrepreneurial local business,” as emphasized in the plans Guiding Principal for Economy.

[Northwest Quadrant Master Plan \(2016\)](#)

Salt Lake City's Northwest Quadrant (NWQ) consists of the westernmost part of the city, to the west and the south of the Salt Lake City International Airport. Most of the City's industrial uses are located within the planning area. The NWQ also contains several landfills and a significant area of “environmentally sensitive lands (including the Great Salt Lake shorelands, bird nesting areas, and wildlife habitat).”

The policies and goals in the NWQ Master Plan build off of Plan Salt Lake's Guiding Principles and Initiatives. The NWQ Master Plan's goals and policies relevant to this proposal are found primarily in the *Development Areas* section of the Land Use Plan. In particular, this proposal achieves the following stated goals:

- Promote the Infill and redevelopment of Underutilized Areas
- Expand the Region's Economic Base by Supporting Business Recruitment, Development, and Job Creation

One issue that staff considered was the rezone's compatibility with the Future Land Use Map's designation of the property. The Future Land Use Map for the NWQ has placed the property within the “Heavy Industrial” Land Use category and includes a separate “Light Industrial” category. However, the NWQ Future Land Use Map does not prescribe specific zoning districts to each land use category (as is the case in many future land use maps for other parts of the city). Additionally, the goals and policies of the plan emphasize the containment of heavy industrial uses within and not the exclusion of lighter uses and lower-intensity districts from the designated area. This request to rezone the subject property from M-2 to M-1 is compatible with the Northwest Quadrant Master Plan.

APPROVAL PROCESS AND COMMISSION AUTHORITY

Review Processes: Zoning Map Amendment

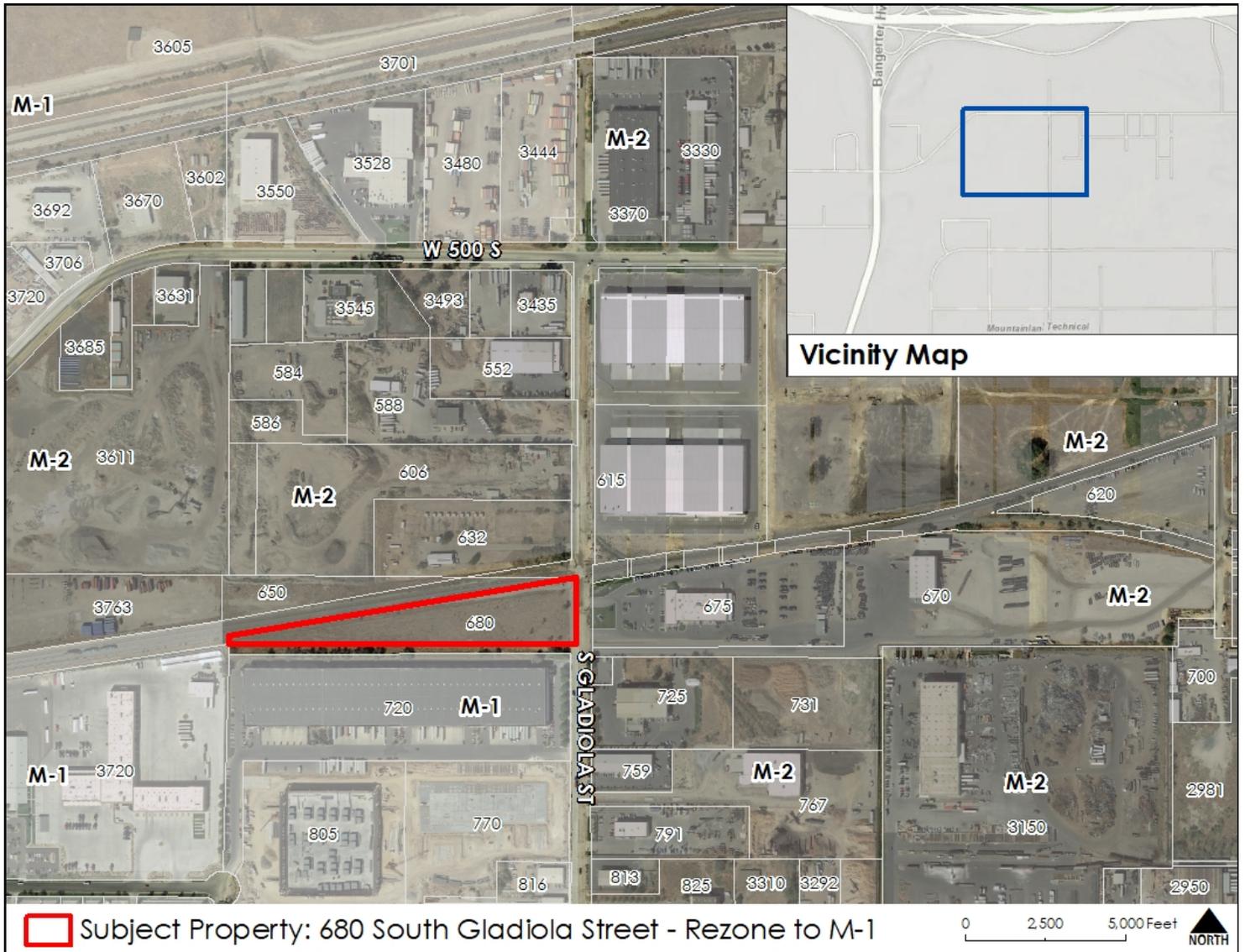
Zoning map amendment proposals are reviewed against a set of considerations from the Zoning Code. The considerations are listed in [Attachment E](#). Planning staff is required by ordinance to analyze proposed zoning map amendments against existing adopted City policies and other related adopted City regulations, as well as consider how a zoning map amendment will affect adjacent properties. However, ultimately, a decision to amend the zoning map is up to the discretion of the City Council, who are not held to any one standard.

NEXT STEPS

Approval or Denial of the Request

The Planning Commission's recommendation will be forwarded to the City Council for their consideration as part of the final decision on this petition. If the council approves the proposed Zoning Amendment, the applicant may proceed with his stated proposal or any other development proposal that complies with the M-1 district standards and other relevant regulations.

ATTACHMENT A – Location Map



ATTACHMENT B – Applicant Submittal

[This page intentionally left blank]

Dear Salt Lake City,

I am writing to request an amendment to rezone my property located at 680s Gladiola Street, Salt Lake City, Utah, from M2 to M1 zoning. As the property owner, I believe that this amendment is necessary in order to align the zoning classification of the property with its intended use.

The purpose of this amendment is to enable me to engage in activities and land uses that are allowed in M1 zoning, such as light manufacturing, warehousing, and distribution. This will allow me to better utilize the 4.5-acre property and ensure that it is being used in a manner that is consistent with its intended purpose.

I understand that the rezoning process requires adherence to all relevant zoning regulations and requirements, and I am committed to ensuring that these are met. I believe that the proposed rezoning will benefit the local community by creating job opportunities and increasing economic activity.

Thank you for your time and consideration. I look forward to working with you to achieve the rezoning of my property.

Sincerely, Tony Sieverts

ATTACHMENT C – Photos



ATTACHMENT D – Zoning District Comparison

In addition to the change in permitted and conditional uses, the proposed M-1 district has different development standards from the current M-2 district. A comparison can be found below:

Parameter	M-2 (existing)	M-1 (proposed)
Building Height	<u>Varying Heights</u> 80 ft for most structures 120 ft for emission structures 85 ft for RR terminal cranes	<u>Varying Heights</u> 65 ft for most structures 120 ft for emission structures 85 ft for RR terminal cranes FAA review req'd for >50 ft
Front & Corner Side Setback	Front Yard: 25 ft, Corner Side Yard: 15 ft	15 ft
Interior Side Setback	20 ft	None
Rear Setback	35 ft	None
Minimum Lot Width	75 ft	80 ft
Minimum Lot Size	20,000 sq ft (excluding lots existing before 1995)	10,000 sq ft (excluding lots existing before 1995)
Landscape Yards	Required within front and corner side yards (M-2 does not abut residential districts)	Required within front and corner side yards and when abutting residential districts

Uses

The M-1 and M-2 districts allow many of the same uses, with exceptions according to their intended purposes. Uses that are unique to each district are listed below. A complete list of permitted and conditional uses for the M1 and M-2 districts can be found in [Table 21A.33.040](#). Definitions for listed uses can be found in section [21A.62.040](#) of the City's zoning regulations.

Unique to M-2 District

- Chemical manufacturing and/or storage (C)*
- Drop forge industry
- Explosive manufacturing and storage (C)
- Flammable liquids or gases, heating fuel distribution and storage
- Heavy Manufacturing
- Incinerator, medical waste/hazardous waste (C)
- Paint Manufacturing
- Poultry farm or processing plant
- Refinery, petroleum products (C)
- Slaughterhouse

*Items listed with a "(C)" require conditional use approval

Unique to M-1 District:

- Check cashing/payday loan business
- Community correctional facility, large or small (C)
- Community garden
- Data Center
- Daycare center, child
- Daycare center, adult
- Financial institution with or without drive-through facility
- Golf course
- Greenhouse
- Hotel/motel
- Municipal services including City utilities and police and fire stations
- Office
- Office, publishing company
- Parking, commercial
- Printing plant
- Radio, television station
- Recreation (indoor or outdoor)
- Restaurant with or without a drive-through facility
- Retail goods establishment with or without a drive-through facility
- Electronic repair shop
- Upholstery shop
- Schools:
 - Professional and vocational (with or without outdoor activities)
 - Seminary and religious institute
- Studio, motion picture
- Technology facility

PURPOSE STATEMENTS

M-2 Heavy Manufacturing

Purpose Statement: The purpose of the M-2 Heavy Manufacturing District is to provide an environment for larger and more intensive industrial uses that do not require, and may not be appropriate for, a nuisance free environment. 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. Due to the nature of uses allowed in this zone, land uses that may be adversely impacted by heavy manufacturing activities are not permitted. Certain land uses are prohibited in order to preserve land for manufacturing 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.

M-1 Light Manufacturing

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.

Airport Flight Protection Overlay

Purpose Statement: It is determined that a hazard to the operation of the airport endangers the lives and property of users of the Salt Lake City International Airport, and the health, safety and welfare of property or occupants of land in its vicinity. If the hazard is an obstruction or incompatible use, such hazard effectively reduces the size of the area available for landing, takeoff and maneuvering of aircraft, thus tending to destroy or impair the utility of the Salt Lake City International Airport and the public investment. Accordingly, it is declared:

- 1. That the creation or establishment of an airport hazard is a public nuisance and an injury to the region served by the Salt Lake City International Airport;*
- 2. 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; and*
- 3. That the prevention of these hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.*

ATTACHMENT E – City Master Plan Policies

The tables below contain language from the adopted plans relevant to this proposal. They also briefly discuss how a policy or goal may apply to the proposal and whether the proposed zoning amendment is consistent with that language.

Northwest Quadrant Master Plan (2016)

Goal or Policy	Status	Discussion
Development Areas, Goal 01: Preserve areas for future office, industrial, manufacturing, research, or distribution uses		
Policy DA-1.1. Preserve land for industrial expansion south of I-80, ensuring the City's economic sustainability.	Consistent	This request would not change the industrial character of the subject property or the surrounding neighborhood. Both the M-1 and M-2 districts support this policy.
Development Areas, Goal 04: Promote the infill and redevelopment of underutilized areas		
Policy DA-4.2. Promote infill and redevelopment of vacant or underutilized parcels within the area.	Consistent	The subject property is currently vacant and underutilized. Its triangular shape may have discouraged attempts to develop other industrial uses on the site. The applicant's proposed truck driving school will take advantage of this currently underutilized property, and rezoning the property fulfill this policy.
Development Areas, Goal 06: Expand the region's economic base by supporting business recruitment, development, and job creation		
Policy DA-6.1. Recruit new business enterprises that would bring higher-wage jobs to the Northwest Quadrant. <ul style="list-style-type: none"> Encourage employers to expand, establish, or relocate to the area to increase its long-term economic sustainability 	Consistent	Since the proposed use is not permitted in the M-2 district, denying this rezone would actively discourage a potential employer from establishing their new business within the Northwest Quadrant.

Plan Salt Lake (2015)

Goals/Initiatives	Status	Discussion
Economy: A balanced economy that produces quality jobs and fosters an innovative environment for commerce, entrepreneurial local business, and industry to thrive.		
Initiative 12.3 Support the growth of small businesses, entrepreneurship, and neighborhood business nodes.	Consistent	Enabling the proposed use through this rezone would lend support to the applicant's proposed business.
Initiative 12.9 Support the growth of the industrial areas of the city.	Consistent	Rezoning the subject property would enable the proposed use on an underutilized lot within one of the city's significant industrial areas. This proposal is consistent with this initiative.

ATTACHMENT F – Analysis of Relevant Standards

Zoning Map Amendment

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 making a decision to amend the zoning map, the City Council should consider the following:

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;

Finding: The proposed rezone is consistent with the relevant purposes, goals, objectives, and policies found in adopted planning documents.

Discussion: The proposed rezone's consistency with adopted City goals, objectives, and policies have been discussed [as a key consideration](#) at the beginning of this report. An analysis of specific policies can be found in [Attachment E](#).

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

Finding: The proposal generally furthers the purpose statements of the zoning ordinance.

Discussion:

General Purpose

21A.02.030 General Purpose and Intent of the Salt Lake City Zoning Ordinance

The purpose of the zoning ordinance is to promote the health, safety, morals, convenience, order, prosperity, and welfare of the present and future inhabitants of Salt Lake City, to implement the adopted plans of the city, and, in addition:

- A. Lessen congestion in the streets or roads;*
- B. Secure safety from fire and other dangers;*
- C. Provide adequate light and air;*
- D. Classify land uses and distribute land development and utilization;*
- E. Protect the tax base;*
- F. Secure economy in governmental expenditures;*
- G. Foster the city's industrial, business, and residential development; and*
- H. Protect the environment.*

The proposal generally supports and should not significantly impact the purposes listed in this provision. The change from M-2 to M-1 maintains the separation of incompatible uses while also fostering industrial development. It will not disrupt city residents' health, safety, morals, convenience, order, prosperity, or welfare. It also fulfills many policies and goals established by relevant City plans.

Proposed Zoning District Purpose

21A.28.020.A Purpose Statement for the M-1 Light Manufacturing District:

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.

The proposed zoning amendment will facilitate the development of an underutilized lot within an industrial area of the city. A change to M-1 is consistent with relevant adopted master plan policies and promotes economic development within an appropriate context.

Zoning Amendments Process Purpose

21A.50.010 Purpose Statement of Zoning Amendments:

The purpose of this chapter is to provide standards and procedures for making amendments to the text of this title and to the zoning map. This amendment process is not intended to relieve particular hardships nor to confer

special privileges or rights upon any person, but only to make adjustments necessary in light of changed conditions or changes in public policy.

While the applicant is requesting additional development to relieve a particular issue with the property, Planning Staff is of the opinion that the proposed rezone does not conflict with this purpose statement. The subject parcel is adjacent to properties that are within both the M-1 and M-2 districts, and the change would not constitute a “spot” zone. Additionally, the proposed amendment is consistent with (and fulfills in some cases) many policies and goals within the City’s adopted planning documents, meaning it aligns with public policy as required by the purpose statement.

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

Finding: Staff anticipates that the proposed amendment to the zoning map would not substantially change the impact of the subject property on adjacent properties.

Discussion: The subject property is located deep within one of the City’s major industrial hubs where the M-1 district is appropriate zoning for the location. The property is separated from other M-2 lots by the Union Pacific line that serves the Intermodal Hub, providing separation that would be necessary if an especially noxious use was approved on the property to the north.

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

Finding: The map amendment doesn’t conflict with any overlays that affect the property.

21A.34.040: Airport Flight Path Protection Overlay District: *Purpose Statement: It is determined that a hazard to the operation of the airport endangers the lives and property of users of the Salt Lake City International Airport, and the health, safety and welfare of property or occupants of land in its vicinity. If the hazard is an obstruction or incompatible use, such hazard effectively reduces the size of the area available for landing, takeoff and maneuvering of aircraft, thus tending to destroy or impair the utility of the Salt Lake City International Airport and the public investment. Accordingly, it is declared:*

- 1. That the creation or establishment of an airport hazard is a public nuisance and an injury to the region served by the Salt Lake City International Airport;*
- 2. 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; and*

That the prevention of these hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation

Discussion:

The subject property is located within Zone B of the Airport Flight Path Protection (AFPP) overlay district, where it may be “exposed to high levels of aircraft noise” and subject to height restrictions placed by the Federal Aviation Administration (FAA). The zone restricts most residential uses and requires hotels and motels to install additional insulation from outdoor noise.

Ideally, zoning districts situated with Zone B of the AFPP overlay district should only permit industrial, manufacturing, or large-scale commercial uses. Both the M-2 and M-1 districts prohibit most residential uses and most other uses that could be significantly impacted by overhead air traffic. While the M-1 district does permit hotels and motels, the AFPP Zone B restrictions would still apply, and additional sound attenuation (sound reduction) methods would be required. Like the M-2 district, the M-1 district is consistent with the purposes and requirements of the AFPP overlay district.

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, stormwater drainage systems, water supplies, and wastewater and refuse collection.

Finding: The City's public facilities and services have adequate capacity for a change from M-2 to M-1.

Discussion:

Roadways

The City's Transportation division reviewed the applicant's zoning amendment proposal and did not note any issues or concerns.

Parks and Recreation Facilities

The proposed amendment would not impact the capacity of the City's park system the nearest park is Poplar Grove Park, approximately 3 miles away.

Police and Fire Protection

The Police Department did not note any issues or concerns directly related to this proposal. Fire code reviewers indicated that additional review would be required when a development design has been submitted.

Schools

Both the M-1 and M-2 districts prohibit most residential uses. The proposed change would have a minimal impact on the Salt Lake City School District.

Stormwater, Water Supply, Wastewater & other public facilities, and services

The City's Department of Public Utilities did not note any issues or concerns with the proposed amendment. A change in zoning district would not significantly change how new development on the site might impact the City's water, sewer, or storm sewer facilities. Any new development would need to comply with all requirements from the Public Utilities Department.

Refuse Collection

The applicant will need to provide adequate waste-removal facilities with any development application.

ATTACHMENT G – Public Process & Comments

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:

- June 20, 2023 – Staff sent the 45-day required notice for recognized community organizations to the Liberty Wells and Ballpark Community Councils. No comments were received.
- June 20, 2023 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- June 26, 2023– The project was posted to the Online Open House webpage. All projects west of 2200 W require an Online Open House post.

Notice of the public hearing for the proposal included:

- August 11, 2023
 - Public hearing notice sign posted on the property.
- August 10, 2023
 - Public hearing notice mailed.
 - Public notice posted on City and State websites and Planning Division list serve.

Public Input:

Planning Staff did not receive any public comments regarding this request.

ATTACHMENT H – Department Review Comments

Planning Staff received the following comments from other City Divisions and Departments:

Engineering (Scott Weiler/scott.weiler@slcgov.com):

No comments

Fire (Douglas Bateman/douglas.bateman@slcgov.com):

Comments will be provided when plans are submitted.

Building (Steven Collett/steven.collett@slcgov.com):

Comments will be provided when plans are submitted.

Transportation (Jena Carver/jena.carver@slcgov.com):

No objections.

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

Urban Forestry will need sufficient plans if street trees are included with any future development proposal.

Sustainability (Debbie Lyons/Debbie.lyons@slcgov.com):

No Comments

Public Lands (Kristin Riker/kristin.riker@slcgov.com):

No comments.

Public Utilities (Ali Farshid/ali.farshid@slcgov.com):

Public Utilities has no issues with the proposed Zoning Map Amendment. Additional comments will be provided at the time a development proposal is submitted.

-