



COUNCIL BUDGET STAFF REPORT

CITY COUNCIL of SALT LAKE CITY
www.slccouncil.com/city-budget

TO: City Council Members

FROM: Jennifer Bruno, Allison Rowland

DATE: May 16, 2017

RE: Proposed Fiscal Year 2019 Golf Fund Budget

Project Timeline:

Briefing: May 16, 2016

Budget Hearings: May 16, May 23,
June 6

Potential Action: June 13 OR 20

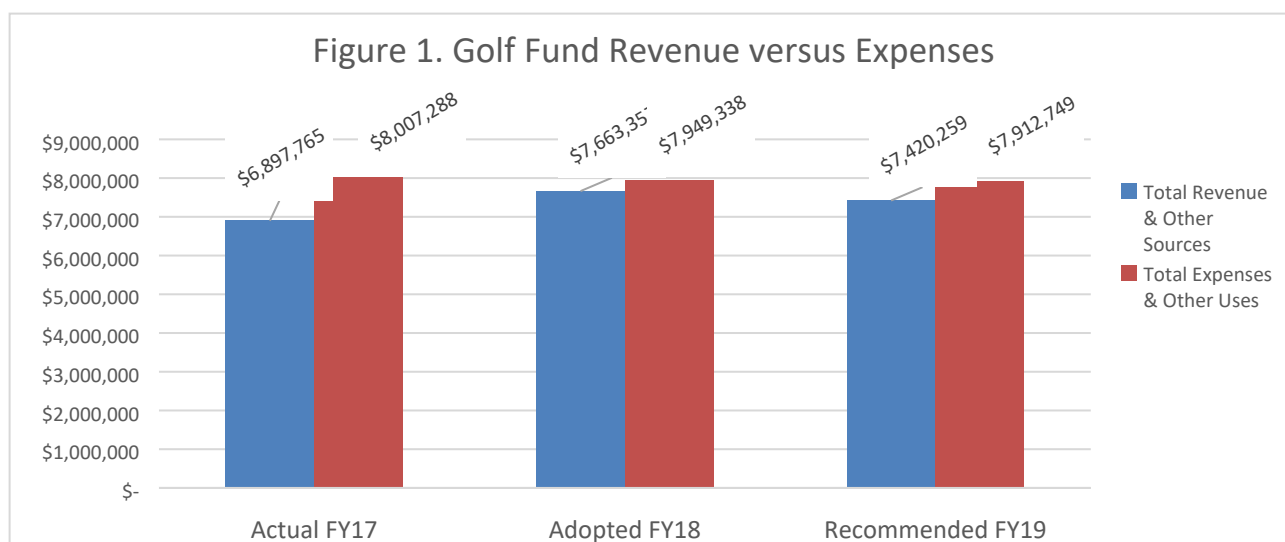
ISSUE AT-A-GLANCE

A. FY19 Mayor's Recommended Budget overview

The Golf Enterprise Fund continues to experience difficulties in covering operating expenses at the City's six golf courses. **The FY19 Mayor's Recommended Budget (MRB) expects the Golf Fund's FY19 earned income to trail expenses**, as was the case in the FY18 MRB. Golf revenues are forecast to drop -3.0% from FY18's level, in part reflecting the proposed elimination of the \$404,000 general fund subsidy provided in FY18, but also reflecting a -2% drop in Green Fees, which are the primary revenue source for the Fund. With expenses remaining basically flat, this is projected to lead to a one-year operating deficit of \$492490. (See Figure 1; more detailed financial information is available in Attachment C1.)



Figure 1. Golf Fund Revenue versus Expenses



An operating deficit is predicted for FY19 despite a proposed for the general fund to assume responsibility for the Golf ESCO (debt service) payments. This amount is \$430,094 in FY 19 that the Golf Fund would have paid that the General Fund will now and in future years pay. The Administration recommends this transfer to consolidate and more carefully track this debt in a new debt service portion of CIP. The Administration notes: *“The ESCO debt service is related to projects undertaken a few years ago by the City to move parks and golf courses to secondary water supplies and to move toward more efficient lighting and other energy savings in public buildings. The savings from the changes were projected to cover the costs of implementation. The City has not seen the savings projected and has not been able to collect on the contract with the vendor to cover the loss.”* The Golf ESCO specifically was issued to cover the following projects: secondary water system at Rose Park (\$x million), secondary water system at Glendale (\$y million), improved irrigation system at Bonneville (\$z million). Council staff is working with the Administration to understand whether other ESCO contracts include effective protections against a failure of expected savings to materialize. For more information on ESCO-related policy issues see item A.1 on page 4.

The Golf CIP fund was established as the repository for a Council-mandated surcharge of \$1 per round for the purpose of catching up on much-needed deferred maintenance. At the time it was established the Council’s intent was that these funds not be used to cover operational deficits. However, due to the current balance of the fund, the Mayor’s recommended budget suggests using the fund to cover the accumulating operating deficits from FY 17, FY 18, and FY 19. Its balance is projected by the Golf Division to reach \$1,704,420 in FY19. (note: Council Staff is confirming these figures with the Administration). This would imply a transfer of - \$1,907,137 in operating deficits from these years, which would result in a negative balance in the Golf CIP fund (-\$202,717). At the same time, the MRB recommends using \$215,000 from the Golf CIP budget on an “emergency capital outlay,” which includes: a sewer project at Glendale Golf course (\$35,000); miscellaneous improvements to facilities, infrastructure and equipment (\$50,000) and a purchase of used equipment (\$130,000). The Council may wish to ask the Administration why these funds were not deployed for capital projects as intended in the last three years, and if there are projects that could be accomplished with the current balance.

A detailed plan for moving to a positive revenue scenario in the future and resolving the persistent issue of Golf Fund deficits, is not specifically outlined in the Mayor’s Recommended Budget. In response to Council staff questions about the Division’s plans and objectives, the Administration provided information on their plans that appears in the “Revenue Increases” section, below.

The FY19 MRB also recommends filling the Golf Director position, after having removed this in FY18 because a previous employee was able to play dual roles as a Public Services Deputy Director and the Golf Director. The Administration indicated that because of the Golf Fund’s financial challenges, the position would not

necessarily be filled this year, but that they preferred to request the FTE change during the budget discussions rather than in a budget amendment. The position would be funded by vacancy and attrition savings and reclassification. It would result in a net gain of one FTE for the division. Note: vacancy and attrition savings are a one-year funding source. Should those vacancies in other staff positions need to be filled, the City would need to find another funding source within the Golf Fund for the Golf Director position.

B. Council Policy Principles

A number of Golf Fund policy issues come up with regularity over the years, and significant time is spent discussing these with constituents and with Administrative staff. Updating or confirming the Council's *Guiding Policy Principles for Changes to the Golf Enterprise Fund* (Attachment C2), which were adopted in 2015, may be helpful in this respect. This exercise also could aid elected officials from both branches come to a shared view—or at least, identify the specific areas of differing views—so that staff in both branches can more efficiently provide them needed information and engage in less debate over the relevance of particular items.

The Council also may wish to discuss their adopted *Guiding Policy Principles for Changes to the Golf Enterprise Fund* in light of the FY19 MRB, reaffirming or reconsidering these with reference to the current situation. The City has a longstanding general policy of not subsidizing enterprise funds with general tax dollars, and the Council's *Policy Principles* discourage general fund subsidies to the Golf Fund specifically, although in recent years there have been limited exceptions made to this rule.¹ As part of these guiding policy statements, the Council also agreed that City-owned open space should be protected. The traditional rationale for charging recreation fees for some amenities is related to the need for “exclusive” use of recreation facilities, like baseball diamonds and soccer fields during league play, or park pavilions for parties. Golf has been considered more similar to these exclusive uses than to “non-exclusive” uses like walking on a trail or playing catch on a grassy area, but there may be reasons to re-examine this view.

C. Background

As an enterprise fund, the Golf Fund is charged with managing and maintaining the courses within the revenues that it can generate through its operations. The Council has been concerned about the financial sustainability of the Golf Fund since at least 2007 (Attachment C3). Even as early as 2004, deficits began to appear in the Golf Fund, though these problems typically were described as temporary anomalies, rather than longer-term structural issues, and were covered with the Golf Fund's then-substantial fund balance, that was built up in the late 90s and early 2000s when Golf was in much higher demand.

In 2014, after then-Mayor Ralph Becker's indication that he would close courses, the Council adopted a series of policy statements to define their shared view of how the system should serve golfers, as well as the limits of what could be done to change the system (Attachment C2). Later that year, the Council embarked on a process of information gathering and pursued an extensive process to gather ideas from the public. The Council also hired a municipal finance consultant to identify options that could help the Golf Fund maintain financial solvency over the long term. In late 2014 and early 2015, a Council-appointed citizen task force reviewed all the information assembled, including the consultant's report and all of the public's ideas for Council consideration, and provided their recommendations to the Council. The process culminated in the Council's own recommendations to the Administration in February, 2015 (Attachment C4).

KEY BUDGET ISSUES & POLICY QUESTIONS

Long-term financial solvency of the Golf Fund. The proposed FY19 budget does not move the Golf Fund to a financially sustainable position this year. There are three key areas to consider with regard to long-term financial solvency of the Golf Fund: Coming-Year (FY19) Budget Issues, Past Operations Deficit, and Capital Improvements and Deferred Maintenance.

1. Council staff is preparing a summary of these exceptions, including, for example, the Living Wage Transfer.

A. Coming-Year (FY19) Budget Issues.

- 1. ESCOs and Secondary Water.** The proposed budget includes transferring the ESCO responsibility to the general fund CIP to help reduce the Golf Fund's projected FY19 operating deficit. The Administration indicated *"If the Golf ESCO is not moved to the GF [general fund], there will be little/no opportunity to look at a reduction in expenses for these assets."* Still, as noted earlier, this would not eliminate the FY19 operating deficit entirely.

Unanticipated quality problems with Glendale and Rose Park's secondary water, drawn from the Surplus Canal and the Jordan River, caused delay in installing these projects and added to their expense by causing equipment failure and unhealthy turf. In addition, at times both courses have had to return to using culinary water, which adds significantly to Golf Fund expenses.

For example, the secondary water installation at Glendale was not completed in 2016 because of the vendor's permitting difficulties, which meant culinary water continued to be used for the season. In FY17 Budget Amendment #5, the Council approved an additional \$170,424 of one-time general fund revenue to pay for this unexpected cost.

The Mayor's Recommended Budget does not include funding for potential additional expenses should culinary water be needed again for some or part of FY19. The Administration reports: *"Golf has been working diligently with Stephanie Duer from Public Utilities, and in conjunction with Utah State University on a turf study for all of our golf courses. The scope of work has been approved and will commence soon. The water quality out of the Jordan River and the surplus canal is a concern, but we will monitor the impact of the secondary water over time, and make adjustments as necessary."*

These problems mean that the substantial level of projected savings from using secondary water, which was made possible by Golf Fund investments at Glendale and Rose Park, may not have materialized. According to the Administration, *"The ESCOs were in theory going to receive a ROI [Return on Investment], but there has been little ROI on any of the ESCO resulting in a loss for all ESCO areas including the GF [general fund]."* Council staff is working with the Administration to determine whether any water savings at all are contemplated in the proposed budget. Council Staff has also inquired whether any savings has resulted from the \$4,212,398 investment in a more efficient irrigation system at Bonneville.

- 2. Other infrastructure projects.** To the extent the Administration uses the Golf CIP fund to pay operating deficits, there would be less available for other needed capital projects. The proposal is also counter to the original Council intent for these funds. However, if these funds are not used to cover operating deficits, the only other option is a larger general fund subsidy. The MRB does recommend some limited investment in capital projects. It recommends using \$215,000 from the Golf CIP budget for an "emergency capital outlay" which includes: a sewer project at Glendale Golf course (\$35,000); miscellaneous improvements to facilities, infrastructure and equipment (\$50,000) and purchase of used equipment (\$130,000).
- 3. Living Wage Transfer.** The MRB proposes \$181,000 (the same amount as in FY18) as a general fund subsidy used to raise all Golf employees to a living wage. *Note: The transfer does not account for potential salary compression issues against other Golf positions. Compression occurs when one group of employees is given a salary increase that moves them so close to the pay of a supervisor or other higher ranking position that the salary rate for the other position(s) needs to be adjusted. Council staff is not specifically aware of whether this will be an issue in this case.*
- 4. Nibley Golf Carts.** The MRB lists "Escrow for Nibley Golf Carts" at \$90,000. Because these carts appear to be financed, they would not add to the FY19 operations deficit, but the debt service on them would need to be paid from annual revenue. Council staff is working with the Administration to

determine whether this line refers to a new issuance for these carts, and how the annual debt payment would compare to projected revenues from them.

5. **Revenue Increases.** The proposed budget does not include significant initiatives designed to raise revenue in either the short- or long-terms. Small gains are expected through rentals from “golf boards,” which are a cross between carts and motorized skateboards (\$54,936). Council staff has requested an assessment of the new fee schedule adopted at the beginning of the 2017 season, including the limited flexibility for pricing, and whether this may have affected revenue. In response to Council staff questions about the Division’s plans and objectives, the Administration provided information on their plans, below:

“Golf is looking into exploring two distinct paths in the short-run which we are hoping will impact the long-run operations hurdles. First strengthening our public private partnerships and second expanding the access and opportunities our golf courses have for people to experience these open spaces.

On December 6, 2017 Salt Lake City Corporation (the “City”) issued a Request for Information (“RFI”) to obtain information on golf course management operations and course development investment options and information on companies that provide these services. The RFI response period closed on January 17, 2018, and the City received 10 responses. Based upon the review, the Administration determined that it may be in the best interest of the City to prepare two Requests for Proposals (“RFP”) which investigate the potential for public/private partnerships at two golf course locations. The lead purposes for the RFP’s will be to: 1) to create partnerships that increase revenue and 2) diversify the opportunities to the public to utilize these public spaces. Golf and Salt Lake City Public Lands are discussing potential for trails integrated within the golf courses as extensions of neighboring parks, with the potential for these trails to accommodate community running events and be open to the public.

The potential for broader integrated public access and the existing non-golfer public access to the public courses raises questions about how/if the Golf Enterprise Fund might be “credited” for the broader access. Examples might be a percentage of maintenance covered for trails and/or other non-golf amenities located on the golf course based on an acreage or use type, or general fund contributions for snow days when the courses are open to the public for cross country skiing or other winter activities (Sledding at golf courses is not encouraged as it can harm the grounds through compression.).

The two courses being considered for the initial RFP’s are Nibley Park and Rose Park Golf Courses. Two overarching objectives of the RFP’s will be to increase revenue and increase the diversity of access. The Nibley Park RFP will be looking at a potential partnership for an improved driving range and restaurant/club house or similar improvements. The Rose Park RFP will be looking at how the City might improve ongoing operation and maintenance costs by broadening the overall concept of the golf course to include a multitude of outdoor community recreational and leisure activities. The course would potentially offer traditional golf in addition to improved facilities; free golf practice facilities; expanded golf leagues and low-cost player development opportunities; low fee(s) community golf and amenities; retail merchandising; rentals for golf, trails, biking, and more.; café style food and beverage services; a multi-use complex and clubhouse; , a trail staging area and trail “watering hole”; an integrated trails and river corridor with river access and a canoe/raft launch area; and repurposed maintenance facility land on Redwood Road. Rose Park is currently supporting disc golf on the course in concert with traditional play. Disc players pay standard green fees and cart rentals. Currently Salt Lake City Public Lands is working with a consulting team to develop a new Jordan Par 3 Park and Rose Park Course Open Space; Recreation Use and Program Management Plan. This plan is using public feedback from community engagements and analysis supported by the Parks Needs Assessment draft. The Plan will present design concepts and best practices management recommendations. Our intended publication for the plan is set for late Fall 2018. Included in the Mayors 2019

Budget is \$498,500 in CIP funding for the development of a Multi-use loop trail for public access at Rose Park Golf Course.

It is our intention to begin drafting the scope for the Nibley Park RFP during the summer of 2018, with a response period ending in the winter of 2018. We will wait until there has been a review of the final recommendations from the Jordan Par 3 Recreation Use and Program Management Plan before drafting the RFP for the Rose Park Golf Course. This approach ensures that the implementation efforts are consistent with the community objectives.”

- ***The Council may wish to ask the Administration for more information about how the approaches mentioned above will result in revenues increasing sufficiently to cover expenses. For example, when would any additional revenue be expected to be realized, given that in some cases, it would depend not only on an RFP process but also completion of construction? What are reasonable expectations for revenue amounts?***

- B. Past Operations Deficits.** In an enterprise fund, operations deficits accumulate over time, just as profits would. The Mayor’s Recommended Budget for FY19 proposes to resolve the operating deficit incurred this year and in the previous two years, with the use of fund balance/cash reserves. This would amount to \$916,910 in FY17 and \$426,014 in FY18, for a three-year total of \$1,907,137 (Council Staff is confirming these figures with the Administration)
- a. The FY16 operating budget ended the year in slightly positive territory, at \$60,677.
 - b. FY14 and FY15 operating deficits were settled by selling non-essential golf course property to the general fund and the Public Utilities Fund for \$1.37 million.

C. Capital Improvements and Deferred Maintenance.

- 1. The Administration indicated during last year’s budget discussion that the ESCO (debt service) payments would be made from the Golf CIP. Debt service payments on this ESCO will continue rise in each of the following years over the 17-year term of the agreement. This ongoing, escalating expense will ultimately reach \$677,000 annually for 2032. The Administration indicated that for FY19, they are looking to consolidate and refinance (with sales tax bonds) all of the ESCO project debts across the City in the coming year to avoid these escalating payments.

If responsibility for the ESCO repayment is transferred to the general fund, there would be both disadvantages and advantages. The disadvantage is that the general fund would be responsible for these increasing expenses. An advantage is that a bond guaranteed by the City’s future sales tax revenue typically has lower interest rates and would have the advantage of locked-in predictable payments for the term of the debt, rather than escalating payments, so the overall cost of the debt could be less.

- 2. The latest list of Golf capital improvement projects dates from January 2015, and included up to \$19.5 million in spending (Attachment C5).

- ***The Council may wish to ask the Administration for an updated deferred capital projects list that reflects the recommendations of the 2017 Golf Fund consultant.***
- ***The Council may wish to ask about the long-term plans for Golf capital improvements.***

ADDITIONAL & BACKGROUND INFORMATION

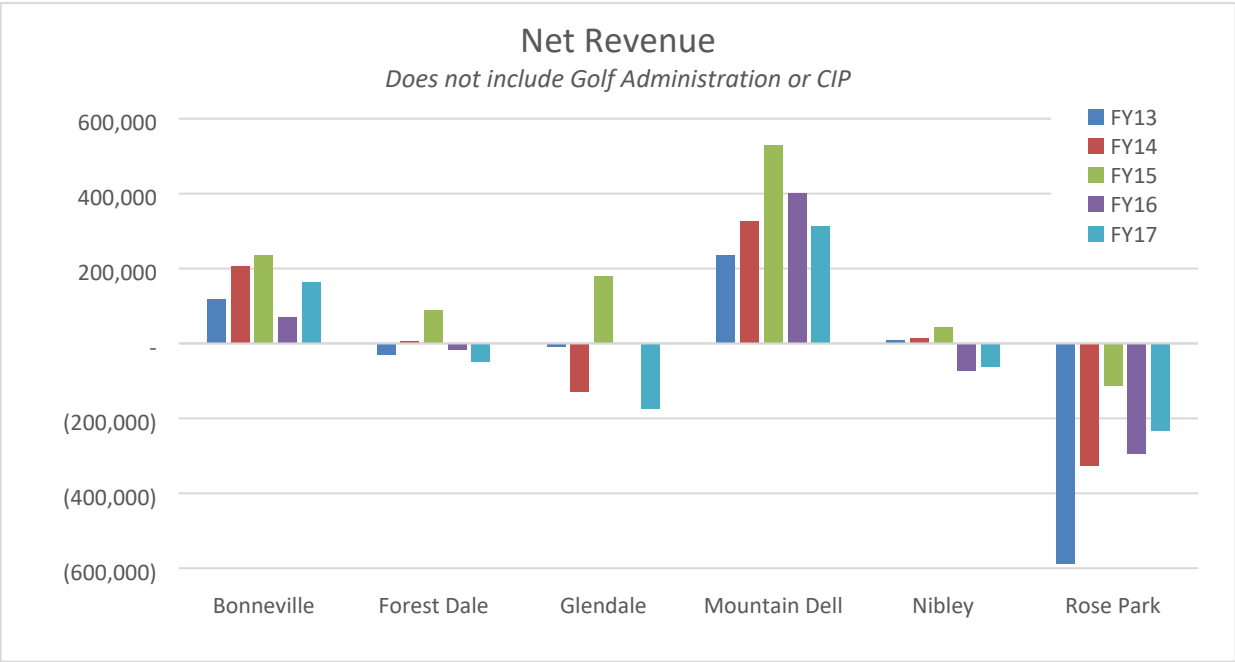
- A. Wingpointe Golf Course.** The Mayor’s Recommended Budget FY19 does not contemplate reviving Wingpointe. The Council will receive a briefing on a proposal to rezone the property pursuant to a previous

settlement agreement with the FAA on May 15th. For further information about Wingpointe, including the effect of recent legislation, please refer to the Wingpointe rezoning staff report. General background, by way of reminder:

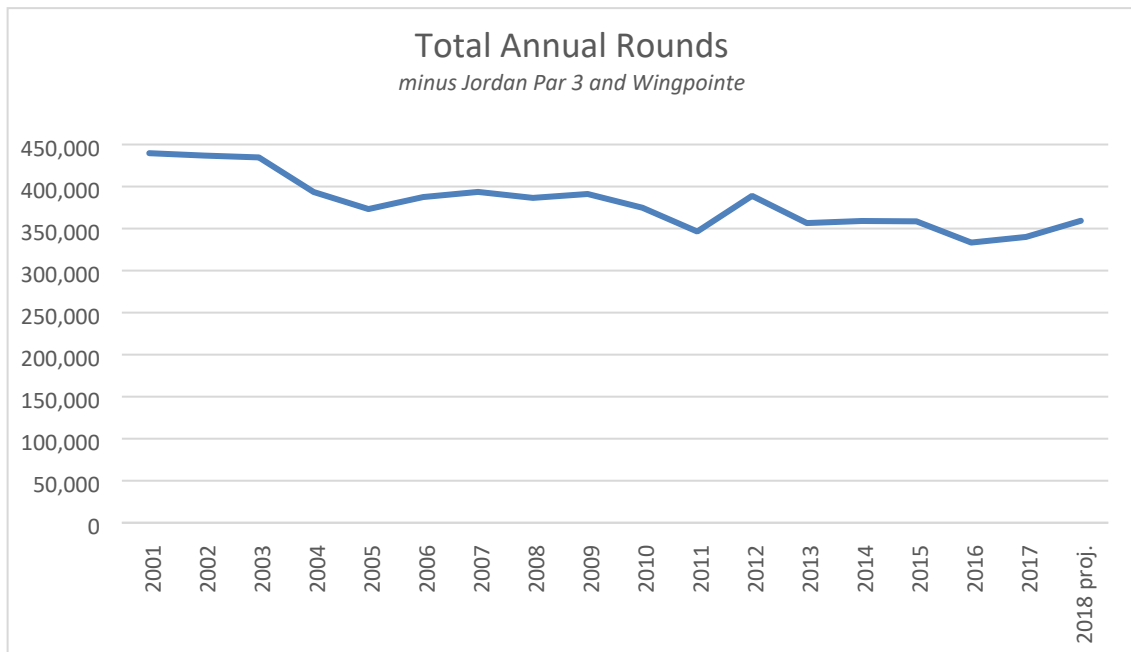
- 1. In January, 2017, upfront investment needed to re-open the course was estimated at \$872,000 initially, with an additional \$100,000 needed over the following two years (these are “bare minimum” costs and do not include millions in other capital projects that would help the courses operations). Since that time, rebuilding expenses to restore greens, infrastructure, turf and irrigation systems may have risen.
- 2. The Council voted to end the Wingpointe Maintenance Transfer and lease payments to the Airport for the property on November 14, 2017, after spending \$341,062 between FY17 and FY18 to maintain the possibility of re-opening the course (Attachment C6). The Administration sent a Termination Notice on December 31, 2017, which ended the lease agreement and returned the property to the Airport.

B. Key Golf Measurements

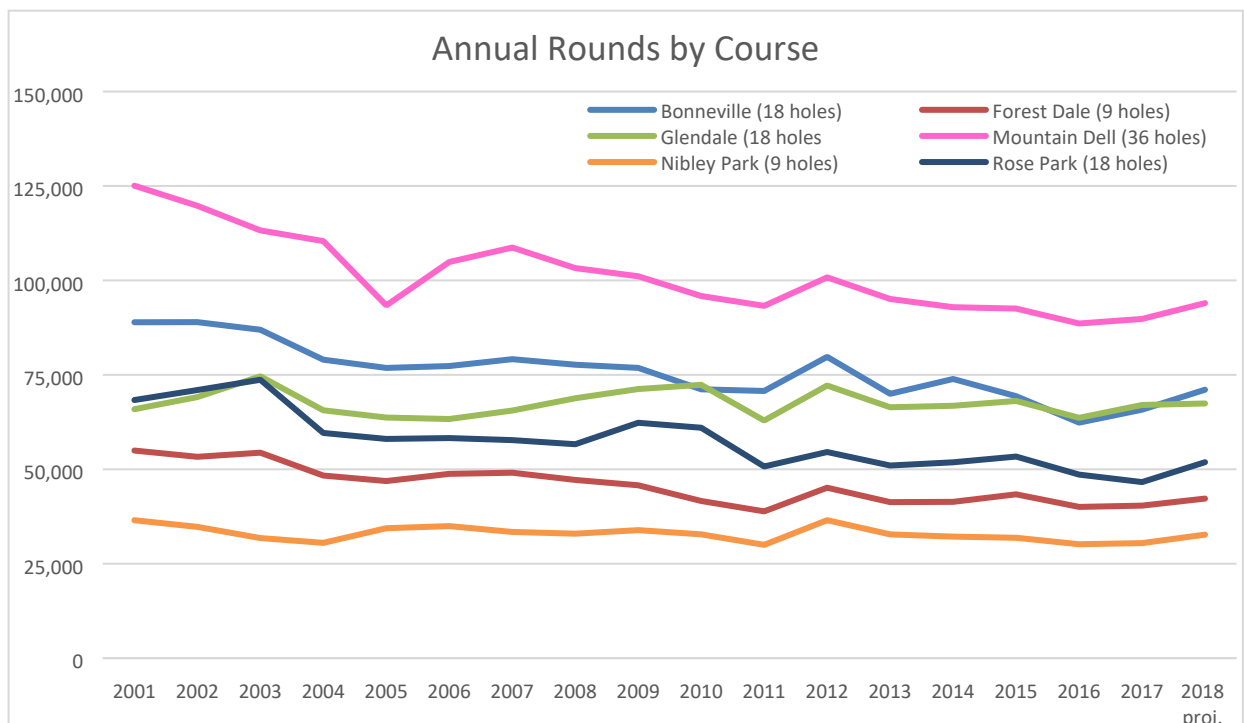
- 1. **Course Profitability** *(ESCO payments for relevant years are not included in course-level budgets)*



2. **Rounds Played** (Council staff is working with the Administration to update these figures)



3. **Rounds Played by Course** (Council staff is working with the Administration to update these figures)



ATTACHMENTS

- Attachment C1. Revenues and Expenses, FY17 to Recommended FY19
- Attachment C2. 2014 Guiding Policy Principles for Changes to the Golf Enterprise Fund
- Attachment C3. Chronology: Key events relating to Fund Financial Viability
- Attachment C4. 2015 Council Recommendations to the Administration Options to Address Long-Term Golf Fund Issues
- Attachment C5. Revised list of Golf Course Capital Improvement and Deferred Maintenance Projects
(note: This list was last updated January 2015 and may be out of date as it relates to project or costs)
- Attachment C6. Costs related to Wingpointe since closure, November, 2015

Attachment C1. Revenues and Expenses, FY17 to Recommended FY19

	Actual FY17	Adopted FY18	Recommended FY19	Difference	Percent Change
Revenue and Other Sources					
Green Fees	3,523,614	3,785,000	3,705,689	-79,311	-2%
Cart Rental	1,339,722	1,435,672	1,461,744	26,072	2%
Retail Sales	717,439	703,095	702,000	-1,095	0%
Driving Range Fees	281,448	295,375	287,169	-8,206	-3%
Concessions	87,802	85,450	91,814	6,364	7%
CIP Fee	298,424	296,500	296,724	224	0%
Miscellaneous Revenue	649,316	415,848	604,119	188,271	45%
Transfers In	0	646,417	181,000	-465,417	-72%
Financing Proceeds - Carts/Equip	0	0	90,000	90,000	
Total Revenue & Other Sources	\$ 6,897,765	\$ 7,663,357	\$ 7,420,259	\$ (243,098)	-3.0%
Expenses & Other Uses					
Personal Services	3,584,374	3,879,561	3,812,035	-67,526	-2%
Material and Supplies	1,098,398	1,089,547	1,245,060	155,513	14%
Other Operating Expenses (Charges/Services/Fees, Admin Service Fee, PILOT, Intradepartmental Charges)	2,360,996	2,005,815	2,196,426	190,611	10%
Capital Outlay – Cash	220,945	120,000	215,000	95,000	79%
Capital Outlay – Financed	0	0	90,000	90,000	n/a
Debt Service – Carts	223,808	223,808	223,808	0	0%
Debt Service – Equipment	214,994	214,994	130,420	-84,574	-39%
Debt Service – ESCO	303,773	415,613	0	-415,613	-100%
Total Expenses & Other Uses	\$ 8,007,288	\$ 7,949,338	\$ 7,912,749	\$ (36,589)	0%
Change in Net Assets	\$ (1,109,523)	\$ (285,981)	\$ (492,490)	\$ (206,509)	72%

Attachment C2. Guiding Policy Principles for Changes to the Golf Enterprise Fund

SALT LAKE CITY COUNCIL GUIDING POLICY PRINCIPLES FOR CHANGES TO THE GOLF ENTERPRISE FUND (adopted August 1, 2014)

1. Make decisions based on the best interest of Salt Lake City residents.
2. The status quo is not financially sustainable.
3. The Golf Fund should be self-sustaining and without general fund subsidy.
4. Making changes to the status quo operation plan improves the Golf Fund's financial position, but does not position it well enough for long-term financial independence, nor would it allow any Capital Improvement needs to be met. This includes measures like:
 - reducing water usage,
 - converting course irrigation systems to secondary water sources,
 - increasing rounds of golf played,
 - raising fees nominally and tweaking other operation expense budgets.
5. All City courses are valuable and serve a distinct clientele and niche in the market. All have the potential to draw more customers as there are no courses that are 100% utilized.
6. The increase in the number of golf courses in the past 25 years relative to the number of golfers makes it difficult to significantly improve the financial position of the Golf Fund.
7. Oversupply puts downward pressure on pricing for all golf courses in the market.
8. It is possible that reducing the number of golf courses may improve the overall financial sustainability of the region's golf market.
9. Neighborhood quality of life is enhanced by adjacent open space, regardless of use, and therefore should be protected.
10. Commercial development on open space should be avoided wherever possible.
11. It is the fiduciary responsibility of the City Council to provide guidance to solve the Golf Fund's long term financial problems.
12. Any re-purposing of golf courses should add value for the neighborhood and its residents, and benefit residents through high quality amenities.
13. All solutions for the Golf Fund's financial issues will be evaluated on a 10-year basis.
14. Individual courses will be evaluated based on the following criteria:
 - rate of change of rounds (growth or decline)
 - revenue per round.
15. Investigate innovative financing and zoning to support economic development and revenue generation adjacent to golf courses.
16. Funds generated through the \$1 per round CIP Fee, shall be dedicated to CIP purposes, and not used to balance the operational deficit.

Attachment C3. Chronology: Key Events Relating to Golf Fund Financial Viability (May 12, 2016)

2007	Golf Fund Advisory Board submits letter to Mayor and Council requesting attention to the Golf Funds backlog of financial needs. The letter encourages the sale and commercial development of surplus golf property at the edges of courses, and cites the City's mandate that enterprise funds maintain self-sufficiency. Council Members and staff expressed concern about the proposal, including budget projections and the assumption that property would be sold at the "highest and best" use, which would be counter to City open space goals, master plans, neighborhood compatibility and zoning.
2008	Golf Fund management identifies \$20 million in deferred major projects , and re-emphasizes their proposal to address these needs by selling and commercially developing surplus property. Council again expresses the preference to Golf management that open space be maintained and valued as a community asset.
2010	In conjunction with the FY2011 budget proposal, Golf Fund management presents a plan for addressing deferred maintenance needs (see summary here). Again, central to this proposal is the sale and commercial development of surplus property at the highest and best use. Council again expresses concern, and does not accept proposal.
2011	Council adds \$1 per 9-hole round to greens fee, effective January 2012, and limits the use of this revenue to CIP projects.
2012	FAA issues initial letter detailing concerns with various non-aeronautical uses on airport property, including Wingpointe.
2013	Following a response from the Administration in February, the final FAA audit resolution is issued in July relating to Wingpointe. The audit mandated that the City take the following corrective actions: <ol style="list-style-type: none">1. Make reasonable efforts to rezone the property to allow for aeronautical uses by 2017;2. Begin reimbursing the Airport for certain operating costs, effective July 2, 2013;3. Amend the existing MOU to terminate the lease on December 31, 2017;4. Begin paying rent to the Airport based on fair market value (FMV) in any new MOU agreed to after December 31, 2017.
2013	The Council funds a study by the National Golf Foundation . The stated purpose of the study (managed by the Administration), is "to help the City determine the capital required to maximize the economic potential of the golf courses and minimize the burden on the City."
2014	April 22: The Council decides to close Jordan Par-3 course in November of that year based on financial statements projecting a significant deficit at that course.
2014	May: A transmittal from the Administration reports that the Golf Fund's operating fund balance has been depleted from numerous years of significant operating deficits.
2014	May-June: the Council Subcommittee considers the issue and recommends a menu of options to the full body
2014	June: The Council's adopted budget for FY2014-2015 includes an ESCO project (debt) totaling \$6,141,572 to replace the irrigation system at Bonneville Golf Course and implement secondary water projects at Glendale and Rose Park Golf Courses to reduce culinary water usage.
2014	July 29: The Council decides to raise greens fees by \$1 per 9-hole round and limits the number of discounts to one per transaction.
2014	July 29: The Administration requests that the Council conclude any efforts to re-align the business plan of the Golf Fund by February 1, 2015, in order to give the Mayor time to incorporate any new ideas into the FY2016 budget.
2014	July 29: the Council chooses to pursue a multi-faceted public process to ensure all options are investigated. This includes: <ul style="list-style-type: none">- Inviting public comment through individual meetings with Council Members, an Open City Hall discussion, and in Council public hearings.- A public call for ideas, which ran from September 1 to November 3.- A Citizens Task Force (members named by the Council) which reviewed ideas submitted via the public call for ideas, studied financial implications of ideas, and issued recommendations in January, 2015.- Specialized consultant's review of Golf Fund issues from the standpoint of municipal finance, with recommendations based on financial experience of other municipalities.- Online Golf Resource Library established to provide a central information resource to the public and City staff for the myriad of documents involved with this topic.

2015 February 24: The Council adopts a [motion on recommendations](#) for future Golf Fund solvency.
2015 City Council approves \$1.3 million in funding for purchase of a variety of non-essential golf course property from the General Fund and Public Utilities, and intend to preserve these parcels as open space. Land sales to general fund and Public Utilities are used to eliminate operating deficits accumulated in FY2014 and 2015.
2015 Spring: The Council begins discussions on potential GO bond for recreation and receives additional public input.
2015 Fall: Based on public input, the Mayor and Council elected not to pursue a GO bond for recreation.
2016 January: Demand-based pricing structure, approved by the Council in conjunction with the FY 2016 budget, goes into effect.
2016 May: Council discussion of FY 2017 Golf Fund budget proposal.

Attachement C4. Salt Lake City Council Recommendations to the Administration: Options to Address Long-Term Golf Fund Issues

Motion adopted by the Council on February 23, 2015

1. Transfer Wingpointe Golf Course operations to the Airport immediately and encourage the Airport to continue to operate it as a golf course, an attractive entry way and a potential revenue producer for the Airport's otherwise vacant property.
2. Close Glendale Golf Course and repurpose for other open space uses.
3. Consider legal options to repurpose Nibley Golf Course.
4. Initiate a bond proposal this fall to ask voters to fund comprehensive improvements to regional trails and open space, including transitioning closed golf courses and the former Jordan Par-3 course. Ideally, the bond would be comprehensive enough to provide resources to address a variety of uses, incorporating foothills and integrating trail systems to create a unique park connection system. The Council encourages the Administration to determine uses through a public engagement process throughout the summer.
5. Incorporate secondary water as part of bond for all golf courses and potentially all parks. If a bond is not successful, the general fund would cover the installation costs of secondary water.
6. Allow Glendale and Nibley, if applicable, to remain open for golf until new uses are shovel ready. General Fund would provide any needed subsidy in the interim.
7. Forward two Request for Proposal (RFP) recommendations that the Council look at either/or:
 - a. an RFP to manage the entire golf system;
 - b. an RFP to hire a game-changer to oversee the Golf Fund;
 - c. not issuing an RFP.

Attachment C6. Costs related to Wingpointe since closure, November, 2015

Calendar year	Item	Amount	Funding
2016	Basic maintenance	\$61,781	<i>FY17 Mayor's Recommended Budget</i>
	Property lease	\$67,500	FY17 Budget Amendment #6
2017	Basic maintenance	\$61,781	<i>FY18 Mayor's Recommended Budget</i>
	Property lease	\$72,500	FY18 Budget Amendment #1
2018 (part-year)	Basic maintenance	<i>not requested</i>	
	Property lease	\$77,500	FY18 Budget Amendment #1
TOTAL		\$341,062	

Golf CIP Projects (Without ESCO)
Totals by Course for Selected Courses

Note: Inflationary impact after FY14 not included. See separate projection by year for inflationary addition.

Totals by category for all selected courses (32,560,963) (19,483,903) 101,380 3,710,181 4,748,000 (10,924,342)

Course	All Construct Costs on list (w/o ESCO)	Construct Cost in 10-Yr plan	Outside Funding (other than financing)	Utility Savings in 10-Yr Plan	Operating Revenues in 10-Yr Plan	Net Cash Impact in 10-Yr Plan
Bonneville						
Cart Path - Addition w Range & Short Game Practice Area Improvements pl	(182,800)	(182,800)	-	-	90,000	(92,800)
Clubhouse - U of U partnership	-	-	-	-	-	-
Clubhouse - UGA and Utah PGA partnership	-	-	-	-	-	-
Clubhouse (including banquet space)	(2,680,500)	-	-	-	-	-
Clubhouse Upgrade - NGF Option	-	-	-	-	-	-
Driving Range - WEST TO CONNOR incl fencing	(300,000)	(300,000)	-	-	475,000	175,000
Driving Range & Short Game - FULL DEV	(309,200)	-	-	-	-	-
Entrance Road (relocated)	(254,600)	-	-	-	-	-
Food & Beverage on course (dependent on clubhouse design)	(91,360)	-	-	-	-	-
Maintenance Facility Relocation & improvements	(731,000)	(731,000)	-	-	-	(731,000)
Master Plan	(40,000)	(40,000)	-	-	-	(40,000)
Parking Lot Repair & Improvements (tied to event center)	(250,000)	-	-	-	-	-
Proshop Retrofit - NGF Option	-	-	-	-	-	-
Restrooms on-course (#2/4/11/17, current site)	(91,400)	(91,400)	-	-	90,000	(1,400)
Restrooms on-course (#7, new building)	(91,400)	(91,400)	-	-	90,000	(1,400)
Secondary water project (Pumps, Wells, retaining pond, other)	(2,300,000)	(2,300,000)	-	1,913,624	-	(386,376)
Tee/Green/Bunker Improvements, Perimeter Fencing, etc.	(1,827,600)	-	-	-	-	-
Three New Holes (Dependent on Range Master Plan)	(1,218,400)	-	-	-	-	-
Tree Replacement Plan - NGF Option	-	-	-	-	-	-
Bonneville Total	(10,368,260)	(3,736,600)	-	1,913,624	745,000	(1,077,976)

Golf CIP Projects (Without ESCO)
Totals by Course for Selected Courses

Note: Inflationary impact after FY14 not included. See separate projection by year for inflationary addition.

Totals by category for all selected courses (32,560,963) (19,483,903) 101,380 3,710,181 4,748,000 (10,924,342)

Course	All Construct Costs on list (w/o ESCO)	Construct Cost in 10-Yr plan	Outside Funding (other than financing)	Utility Savings in 10-Yr Plan	Operating Revenues in 10-Yr Plan	Net Cash Impact in 10-Yr Plan
Forest Dale						
Cart Path - repair and installation	(121,800)	(121,800)	-	-	72,000	(49,800)
Clubhouse Restroom/Pro Shop Counter	(60,900)	(60,900)	-	-	50,000	(10,900)
Entry Improvements - NGF Option	-	-	-	-	-	-
Greens, Bunker rebuild / Upgrade, Drainage Ditches, Lake Shoreline, Tee Adj.	(900,000)	(900,000)	-	-	-	(900,000)
HVAC	(100,000)	(100,000)	-	-	-	(100,000)
Irrigation Control Replacement	(121,800)	(121,800)	-	-	-	(121,800)
Lake Bank Stabilization	(91,400)	(91,400)	-	-	-	(91,400)
Maintnc Bldg Imprvmnts, Wash Bays, Sand Bins, Fencing	(182,800)	(182,800)	-	-	-	(182,800)
Parking Lot Repair	(100,000)	(100,000)	-	-	-	(100,000)
Piping of Drainage Streams through Fairway Corridors (#4, #5, #7, #9)	(91,400)	(91,400)	-	-	160,000	68,600
Practice Hitting Net	(30,500)	(30,500)	-	-	100,000	69,500
Restroom on course (#4/#6)	(91,400)	(91,400)	-	-	120,000	28,600
Secondary water project (Pumps, Wells, retaining pond, other)	(1,161,267)	(1,161,267)	-	274,323	-	(886,944)
Tree Replacement Plan - NGF Option	-	-	-	-	-	-
Turf Program - NGF Option	-	-	-	-	-	-
Forest Dale Total	(3,053,267)	(3,053,267)	-	274,323	502,000	(2,276,944)

Golf CIP Projects (Without ESCO)
Totals by Course for Selected Courses

Note: Inflationary impact after FY14 not included. See separate projection by year for inflationary addition.

Totals by category for all selected courses (32,560,963) (19,483,903) 101,380 3,710,181 4,748,000 (10,924,342)

Course	All Construct Costs on list (w/o ESCO)	Construct Cost in 10-Yr plan	Outside Funding (other than financing)	Utility Savings in 10-Yr Plan	Operating Revenues in 10-Yr Plan	Net Cash Impact in 10-Yr Plan
Glendale						
Banquet Pavilion	(213,200)	(213,200)	42,640	-	324,000	153,440
Cart Path - repair and installation	(182,800)	(182,800)	-	-	144,000	(38,800)
Cart Staging/Patio (NGF item)	-	-	-	-	-	-
Clubhouse Restroom/Pro Shop improvmts (pro shop done)	(30,900)	(30,900)	-	-	-	(30,900)
Clubhouse Upgrade - NGF Option	-	-	-	-	-	-
Course Improvement - NGF Option	-	-	-	-	-	-
Ladies Tee Addition, Bunker Renovation, and Drainage	(121,800)	(121,800)	-	-	63,000	(58,800)
Maintenance Facility Upgrade - NGF Option	-	-	-	-	-	-
Maintnc Bldg imprvmts, Wash Bays, Perimeter Fencing	(182,800)	(182,800)	-	-	-	(182,800)
Master Plan - predicated upon course change	(22,000)	-	-	-	-	-
Parking Lot Repair	(150,000)	(150,000)	-	-	-	(150,000)
Range Fence Repairs	(77,000)	(77,000)	-	-	-	(77,000)
Restroom on-course (#7/#12)	(91,400)	(91,400)	-	-	162,000	70,600
Short Game Practice Area - NGF Option	(100,000)	(100,000)	-	-	81,000	(19,000)
Tree Replacement Plan - NGF Option	-	-	-	-	-	-
Glendale Total	(1,171,900)	(1,149,900)	42,640	-	774,000	(333,260)

Golf CIP Projects (Without ESCO)
Totals by Course for Selected Courses

Note: Inflationary impact after FY14 not included. See separate projection by year for inflationary addition.

Totals by category for all selected courses (32,560,963) (19,483,903) 101,380 3,710,181 4,748,000 (10,924,342)

Course	All Construct Costs on list (w/o ESCO)	Construct Cost in 10-Yr plan	Outside Funding (other than financing)	Utility Savings in 10-Yr Plan	Operating Revenues in 10-Yr Plan	Net Cash Impact in 10-Yr Plan
Mountain Dell						
Bunker Work - NGF Option	-	-	-	-	-	-
Canyon Course: Holes 12,14,15 fairway corridor widening	(365,500)	(365,500)	-	-	700,000	334,500
Cart Path - repair and installation	(182,800)	(182,800)	-	-	-	(182,800)
Clubhouse Expansion/Upgrades - NGF Option	-	-	-	-	-	-
Clubhouse Infrastructure Improvements (Boiler, etc.)	(243,700)	(243,700)	-	-	-	(243,700)
Clubhouse Restroom/Pro Shop Counter	(60,900)	(60,900)	-	-	-	(60,900)
Entry, Parking Upgrades, Signage & Parking Repair - NGF Option	(300,000)	-	-	-	-	-
Greens Work - NGF Option	-	-	-	-	-	-
Irrigation Control Replacement	(243,700)	-	-	-	-	-
Irrigation System - Canyon Course (\$2,500,000)	(2,500,000)	-	-	-	-	-
Irrigation System - Lake Course (\$2,500,000)	(2,500,000)	-	-	-	-	-
Maint Bldg Imprvmnts, Wash Bays, Sand Bins, Cart Storage Imprvmnts	(731,000)	(731,000)	-	-	-	(731,000)
Major Short Game Area Upgrade (NGF)	-	-	-	-	-	-
Patio Deck Extension, Clubhouse renovation	(293,700)	(293,700)	58,740	-	900,000	665,040
Practice Tee & Range Improvements	(121,800)	(121,800)	-	-	135,000	13,200
Remodeling (bulkheads, new bunkers, tree work) - NGF Option	-	-	-	-	-	-
Retaining walls, level old green on Lake Course #14	(243,700)	(243,700)	-	-	-	(243,700)
Screening (new vegetation planting) - NGF Option	-	-	-	-	-	-
Tee Leveling and Ladies Tee Addition	(304,600)	-	-	-	-	-
Tree Replacement Plan - NGF Option	-	-	-	-	-	-
Turf Reduction Effort - NGF Option	-	-	-	-	-	-
Mountain Dell Total	(8,091,400)	(2,243,100)	58,740	-	1,735,000	(449,360)

Golf CIP Projects (Without ESCO)
Totals by Course for Selected Courses

Note: Inflationary impact after FY14 not included. See separate projection by year for inflationary addition.

Totals by category for all selected courses (32,560,963) (19,483,903) 101,380 3,710,181 4,748,000 (10,924,342)

Course	All Construct Costs on list (w/o ESCO)	Construct Cost in 10-Yr plan	Outside Funding (other than financing)	Utility Savings in 10-Yr Plan	Operating Revenues in 10-Yr Plan	Net Cash Impact in 10-Yr Plan
Nibley						
Batting Cages (\$200,000 estim)	-	-	-	-	-	-
Cart Path - repair and installation	(60,900)	(60,900)	-	-	-	(60,900)
Clubhouse Restroom/Pro Shop Counter/Café Remodel/Covered Patio	(100,900)	(100,900)	-	-	-	(100,900)
Entry Improvements - NGF Option	-	-	-	-	-	-
Golf Academy - training classroom, club fitting, etc.	(200,900)	-	-	-	-	-
Golf Holes Reconfiguration - NGF Option	-	-	-	-	-	-
Greens, Bunkers, Tees - NGF Option	-	-	-	-	-	-
Irrigation System	(1,496,600)	(1,496,600)	-	-	-	(1,496,600)
Lake Bank Stabilization	(91,400)	(91,400)	-	-	-	(91,400)
Lighting for Range (NGF item)	-	-	-	-	-	-
Maintnc Bldg Imprvmnts, Wash Bays, Sand Bins	(182,800)	(182,800)	-	-	-	(182,800)
Mini Golf, new Public Putting Green - NGF Option	-	-	-	-	-	-
Miniature Golf Course (\$650,000 project not included at this time)	-	-	-	-	-	-
Parking Lot Repair	(100,000)	(100,000)	-	-	-	(100,000)
Perimeter Fencing Improvements, Entry Improvements	(151,800)	(151,800)	-	-	-	(151,800)
Piping of Streams through Fairway Corridors (#2 and #3) - DEPENDENT ON	(30,500)	-	-	-	-	-
Range Tee, Fence, related Improvements	(365,500)	(365,500)	-	-	220,000	(145,500)
Restroom on-course (#3/#7)	(91,400)	(91,400)	-	-	72,000	(19,400)
Secondary water project (Pumps, Wells, retaining pond, other)	(1,268,736)	(1,268,736)	-	231,476	-	(1,037,260)
Short Game Practice Area, additional putting green	(100,900)	(100,900)	-	-	90,000	(10,900)
Tree Replacement Plan - NGF Option	-	-	-	-	-	-
Youth Training Area - NGF Option	-	-	-	-	-	-
Nibley Total	(4,242,336)	(4,010,936)	-	231,476	382,000	(3,397,460)

Golf CIP Projects (Without ESCO)
Totals by Course for Selected Courses

Note: Inflationary impact after FY14 not included. See separate projection by year for inflationary addition.

Totals by category for all selected courses (32,560,963) (19,483,903) 101,380 3,710,181 4,748,000 (10,924,342)

Course	All Construct Costs on list (w/o ESCO)	Construct Cost in 10-Yr plan	Outside Funding (other than financing)	Utility Savings in 10-Yr Plan	Operating Revenues in 10-Yr Plan	Net Cash Impact in 10-Yr Plan
Rose Park						
Banquet Pavilion (\$175,000 estim)	-	-	-	-	-	-
Bunker Renovation, Ladies Tee Addition - back 9	(152,300)	(152,300)	-	-	72,000	(80,300)
Bunker Renovation, Ladies Tee Addition - front 9	(152,300)	(152,300)	-	-	72,000	(80,300)
Cart Path - repair and installation - front 9	(182,800)	(182,800)	-	-	192,000	9,200
Cart Storage Expansion	(152,300)	-	-	-	-	-
Clubhouse Improvements	(152,300)	(152,300)	-	-	144,000	(8,300)
Entry Drive, Parking - NGF Option	-	-	-	-	-	-
Golf Course Improvement - NGF Option	-	-	-	-	-	-
Irrigation System Imprvmnts - back 9 (not new system)	(548,300)	(548,300)	-	-	(25,000)	(573,300)
Irrigation System Imprvmnts - front 9 (not new system)	(548,300)	(548,300)	-	-	(25,000)	(573,300)
Maintnc Bldg Imprvmnts, Wash Bays, Sand Bins	(304,600)	(304,600)	-	-	-	(304,600)
Master Plan - predicated upon course change	(40,000)	(40,000)	-	-	-	(40,000)
Parking Lot Repair	(100,000)	(100,000)	-	-	-	(100,000)
Range Expansion & Short Game Area Improvements	-	-	-	-	-	-
Restroom on course (#14/#16) - back 9	-	-	-	-	-	-
Restroom On-Course (#5/#9) - front 9	(91,400)	-	-	-	-	-
Tree Replacement Plan - NGF Option	-	-	-	-	-	-
Rose Park Total	(2,424,600)	(2,180,900)	-	-	430,000	(1,750,900)

Golf CIP Projects (Without ESCO)
Totals by Course for Selected Courses

Note: Inflationary impact after FY14 not included. See separate projection by year for inflationary addition.

Totals by category for all selected courses (32,560,963) (19,483,903) 101,380 3,710,181 4,748,000 (10,924,342)

Course	All Construct Costs on list (w/o ESCO)	Construct Cost in 10-Yr plan	Outside Funding (other than financing)	Utility Savings in 10-Yr Plan	Operating Revenues in 10-Yr Plan	Net Cash Impact in 10-Yr Plan
Wingpointe						
All projects removed - Asset preserv	-	-	-	-	-	-
All projects removed - Financial	-	-	-	-	-	-
All projects removed if course closed - Expense reduction	-	-	-	-	-	-
Café Sliding Glass Doors, Wind Breaks for Banquets	(60,900)	(60,900)	-	-	180,000	119,100
Cart Path - repair and installation	(121,800)	(121,800)	-	-	-	(121,800)
Clubhouse Restroom Improvements	(30,500)	(30,500)	-	-	-	(30,500)
Clubhouse Roof and Siding Improvements	(91,400)	(91,400)	-	-	-	(91,400)
Lake Bank Stabilization	(152,300)	(152,300)	-	-	-	(152,300)
Lake fountains	-	-	-	-	-	-
Maintnc Bldg Imprvmts, Wash Bays, Sand Bins	(121,800)	(121,800)	-	-	-	(121,800)
Parking Lot Repair	(100,000)	-	-	-	-	-
Secondary water project (Pumps, Wells, retaining pond, other)	(2,500,000)	(2,500,000)	-	1,290,758	-	(1,209,242)
Shelters on course (#6 and #16)	(30,500)	(30,500)	-	-	-	(30,500)
Wingpointe Total	(3,209,200)	(3,109,200)	-	1,290,758	180,000	(1,638,442)
Grand Total	(32,560,963)	(19,483,903)	101,380	3,710,181	4,748,000	(10,924,342)



SALT LAKE CITY CORPORATION
City Council Transmittal

A handwritten signature in blue ink, appearing to read "David Everitt", written over a horizontal line.

David Everitt, Chief of Staff

11/11/2015

Date Received: 10/14/2015
Date Sent to Council: 11/12/2015

TO: City Council
Luke Garrott - Chair

FROM: Jill Love
Director

SUBJECT: Petition PLNPCM2015-00357: Airport zoning - A request by Salt Lake City Airport Authority for a zoning change

STAFF CONTACT: Doug Dansie,
Doug.Dansie@slcgov.com

COUNCIL SPONSOR: Not Required - Petition from Applicant(s)

DOCUMENT TYPE: Ordinance

RECOMMENDATION: The Planning Commission recommended that the City Council deny the proposed zoning changes. The Planning Division recommended that the Planning Commission forward a positive recommendation to the City Council regarding the proposed zoning changes.

BUDGET IMPACT: None

BACKGROUND/DISCUSSION:

Issue Origin: The petitioner was initiated by the Salt Lake City Department of Airports, represented by Allen McCandless, requesting approval to amend the zoning map for

approximately 489.181 acres of land located south of the Salt Lake International Airport terminals and runways, adjacent to Interstate 80. The land is proposed to be rezoned from Open Space (OS), Commercial Corridor (CC) and Business Park (BP) to Airport (A)

Analysis: The intent of the proposed rezone is to integrate the property in to overall airport services. If the zoning is amended for the property, the entire property could be used for any use allowed in the Airport zone. The Airport has not specified their intended long term use for the property at this time, beyond the closure of the Wingpointe Golf Course and interim use during Airport construction.

The Planning Commission was concerned with the loss of open space associated with the closure of the golf course and subsequent conversion of the existing golf course into temporary parking and future airport related uses. This reasoning was the basis for the Commission's recommendation to deny the proposed zoning changes.

Staff had recommended approval of the zoning change based upon the fact that the area is designated "Airport" by the Northwest Community Master Plan and the City Council had previously made the policy decision to close the Wingpointe Golf Course.

The City Council has final decision making authority for zoning amendments

Master Plan Considerations: The proposed map amendments are consistent with the Northwest Community Master Plan. The airport already controlled most of the land contained in this petition at the time the Master Plan was adopted. Therefore, the master plan identifies all of the properties associated with this proposal as being part of the Airport designation, with the exception of the land southeast of the North Temple on-ramp to I-80 which is identified as business/commercial and is presently zoned BP Business Park. This parcel is impacted by airport flight patterns and has since been acquired by the Department of Airports for security reasons.

PUBLIC PROCESS:

An open house was held on July 16, 2015.

Planning Commission conducted a public hearing on September 9, 2015 and voted 5-2 to forward a negative recommendation to the City Council

RELEVANT ORDINANCES:

Amendments to the Zoning Ordinance and Maps are authorized under Section 21A.50 of the Salt Lake City Zoning Ordinance, as detailed in Section 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." It does, however, list five standards, which should be analyzed prior to rezoning property (Section 21A.50.050 A-E). The five standards are discussed in detail starting on page 3 of the Planning Commission Staff Report (see Attachment 5b).

ATTACHMENTS:

- Admin - Transmittal PLNPCM2015-00357 Airport zoning(PDF)
- Admin - Table of Contents (PDF)
- Admin - 1 Project Chronology (PDF)
- Admin - 2 Proposed Ordinance (PDF)
- Admin - 3 Notice of City Council Hearing (PDF)
- Admin - 4 Mailing Labels (PDF)
- Admin - 5A Original Notice and Postmark Aug. 27, 2015 (PDF)
- Admin - 5B Staff Report Sept. 9, 2015 (PDF)
- Admin - 5C Agenda and MInutes Sept. 9, 2015 (PDF)
- Admin - 6 Original Petition (PDF)

Ordinance No.

SALT LAKE CITY ORDINANCE

No. _____ of 2015

(Amending the zoning map pertaining to property located adjacent to the
Salt Lake City International Airport terminals and runways from
Open Space (OS), Commercial Corridor (CC), and Business Park (BP) to Airport (A))

An ordinance amending the zoning map to rezone property located adjacent to the Salt Lake City International Airport terminals and runways from Open Space (OS), Commercial Corridor (CC), and Business Park (BP) to Airport (A) pursuant to Petition No. PLNPCM2015-00357.

WHEREAS, the Salt Lake City Planning Commission held a public hearing on September 9, 2015 on an application submitted by the Salt Lake City Department of Airports (“Applicant”) to amend the city’s zoning map to rezone property located to the south of the Salt Lake City International Airport terminals and runways and to the north of Interstate 80 from Open Space (OS), Commercial Corridor (CC), and Business Park (BP) to Airport (A) pursuant to Petition No. PLNPCM2015-00357; and

WHEREAS, at its September 9, 2015 meeting, the planning commission voted to forward a negative recommendation to the Salt Lake City Council on said application by a 5-2 vote; and

WHEREAS, after a public hearing on this matter the city council has determined that, notwithstanding the planning commission recommendation, adopting this ordinance is in the city’s best interests.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending the Zoning Map. The Salt Lake City zoning map, as adopted by the *Salt Lake City Code*, relating to the fixing of boundaries and zoning districts, shall be and hereby is amended to reflect that certain Property located to the south of the Salt Lake City International Airport terminals and runways and to the north of Interstate 80, as is more particularly described on Exhibit "A" attached hereto, is respectively rezoned from to Open Space (OS), Commercial Corridor (CC), and Business Park (BP) to Airport (A).

SECTION 2. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2015.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER

(SEAL)

Bill No. _____ of 2015.

Published: _____.

HB_ATTYY-#48314-v1-Ordinance_rezoning_Airport_Wingpointe_properties.DOCX

SALT LAKE CITY COUNCIL

ATTEST:

APPROVED AS TO FORM:

CITY COUNCIL TRANSMITTAL

David Everitt, Chief of Staff

Date Received: _____
Date sent to Council: _____

TO: Salt Lake City Council
Luke Garrott, Chair

DATE:

FROM: Jill Love, Community & Economic
Development Department Director

SUBJECT: Petition PLNPCM2015-00357: Airport zoning - A request by Salt Lake City Airport Authority for a zoning text amendment to rezone OS open space, CC Commercial Corridor and BP Business Park zoning to A Airport Zoning.

STAFF CONTACT: Doug Dansie, Senior Planner, at 535-6182 or doug.dansie@slcgov.com

COUNCIL SPONSOR: Exempt

DOCUMENT TYPE: Ordinance

RECOMMENDATION: The Planning Commission recommended that the City Council deny the proposed zoning changes. The Planning Division recommended that the Planning Commission forward a positive recommendation to the City Council regarding the proposed zoning changes.

BUDGET IMPACT: None

BACKGROUND/DISCUSSION:

Issue Origin: The petitioner was initiated by the Salt Lake City Department of Airports, represented by Allen McCandless, requesting approval to amend the zoning map for approximately 489.181 acres of land located south of the Salt Lake International Airport terminals and runways, adjacent to Interstate 80. The land is proposed to be rezoned from Open Space (OS), Commercial Corridor (CC) and Business Park (BP) to Airport (A)

Analysis: The intent of the proposed rezone is to integrate the property in to overall airport services. If the zoning is amended for the property, the entire property could be used for any use

allowed in the Airport zone. The Airport has not specified their intended long term use for the property at this time, beyond the closure of the Wingpointe Golf Course and interim use during Airport construction.

The Planning Commission was concerned with the loss of open space associated with the closure of the golf course and subsequent conversion of the existing golf course into temporary parking and future airport related uses. This reasoning was the basis for the Commission's recommendation to deny the proposed zoning changes.

Staff had recommended approval of the zoning change based upon the fact that the area is designated "Airport" by the Northwest Community Master Plan and the City Council had previously made the policy decision to close the Wingpointe Golf Course.

The City Council has final decision making authority for zoning amendments

Master Plan Considerations: The proposed map amendments are consistent with the Northwest Community Master Plan. The airport already controlled most of the land contained in this petition at the time the Master Plan was adopted. Therefore, the master plan identifies all of the properties associated with this proposal as being part of the Airport designation, with the exception of the land southeast of the North Temple on-ramp to I-80 which is identified as business/commercial and is presently zoned BP Business Park. This parcel is impacted by airport flight patterns and has since been acquired by the Department of Airports for security reasons.

PUBLIC PROCESS:

An open house was held on July 16, 2015.

Planning Commission conducted a public hearing on September 9, 2015 and voted 5-2 to forward a negative recommendation to the City Council

RELEVANT ORDINANCES:

Amendments to the Zoning Ordinance and Maps are authorized under Section 21A.50 of the Salt Lake City Zoning Ordinance, as detailed in Section 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." It does, however, list five standards, which should be analyzed prior to rezoning property (Section 21A.50.050 A-E). The five standards are discussed in detail starting on page 3 of the Planning Commission Staff Report (see Attachment 5b).

TABLE OF CONTENTS

- 1. PROJECT CHRONOLOGY**
- 2. PROPOSED ORDINANCE**
- 3. NOTICE OF CITY COUNCIL HEARING**
- 4. MAILING LABELS**
- 5. PLANING COMMISSION**
 - A) ORIGINAL NOTICE AND POSTMARK**
August 27, 2015
 - B) STAFF REPORT**
September 9, 2015
 - C) AGENDA AND MINUTES**
September 9, 2015
- 7. ORIGINAL PETITION**

1. PROJECT CHRONOLOGY

PROJECT CHRONOLOGY
Petition No. PLNPCM2015-00357

May 6, 2015	Petition submitted to City for consideration and processing.
July 7, 2015	Petition assigned to Doug Dansie, Senior Planner, for staff analysis and processing.
July 2015	Routed petition for review to applicable Departments and Divisions of Salt Lake City.
July 16, 2015	Open House.
August 27, 2015	Mailed public hearing notice for the September 9, 2015 Planning Commission meeting.
August 29, 2015	Published public hearing notice for the September 9, 2015 Planning Commission meeting in the Salt Lake Tribune.
September 9, 2015	Published Planning Commission Staff Report.
September 9, 2015	Planning Commission conducted public hearing and voted 5-2 to recommend forwarding a negative recommendation to the City Council.
September 23, 2015	Planning Commission ratified meeting minutes for September 9, 2015.

2. PROPOSED ORDINANCE

SALT LAKE CITY ORDINANCE

No. _____ of 2015

(Amending the zoning map pertaining to property located adjacent to the Salt Lake City International Airport terminals and runways from Open Space (OS), Commercial Corridor (CC), and Business Park (BP) to Airport (A))

An ordinance amending the zoning map to rezone property located adjacent to the Salt Lake City International Airport terminals and runways from Open Space (OS), Commercial Corridor (CC), and Business Park (BP) to Airport (A) pursuant to Petition No. PLNPCM2015-00357.

WHEREAS, the Salt Lake City Planning Commission held a public hearing on September 9, 2015 on an application submitted by the Salt Lake City Department of Airports (“Applicant”) to amend the city’s zoning map to rezone property located to the south of the Salt Lake City International Airport terminals and runways and to the north of Interstate 80 from Open Space (OS), Commercial Corridor (CC), and Business Park (BP) to Airport (A) pursuant to Petition No. PLNPCM2015-00357; and

WHEREAS, at its September 9, 2015 meeting, the planning commission voted to forward a negative recommendation to the Salt Lake City Council on said application by a 5-2 vote; and

WHEREAS, after a public hearing on this matter the city council has determined that, notwithstanding the planning commission recommendation, adopting this ordinance is in the city’s best interests.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending the Zoning Map. The Salt Lake City zoning map, as adopted by the *Salt Lake City Code*, relating to the fixing of boundaries and zoning districts, shall be and hereby is amended to reflect that certain Property located to the south of the Salt Lake City

International Airport terminals and runways and to the north of Interstate 80, as is more particularly described on Exhibit "A" attached hereto, is respectively rezoned from to Open Space (OS), Commercial Corridor (CC), and Business Park (BP) to Airport (A).

SECTION 2. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2015.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER
(SEAL)

Bill No. _____ of 2015.

Published: _____.

HB_ATTYY-#48314-v1-Ordinance_rezoning_Airport_Wingpointe_properties.DOCX

APPROVED AS TO FORM Salt Lake City Attorney's Office Date: <u>October 7, 2015</u> By: <u>Paul C. Nielson</u> Paul C. Nielson, Senior City Attorney

EXHIBIT “A”

Map and Parcel Numbers of
Airport Property to be Rezoned



OBJECTID	parcel_id	own_name	careof_att	own_addr	own_cityst	own_zip	own_zip_fo	prop_locat	parcel_acr	PARCEL
184717	08313760010000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	51 N BANGERTER HWY	16.31	0831376001
184720	08314000030000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	51 N BANGERTER HWY	30.24	0831400003
184763	08323000100000	UTAH STATE ROAD COMMISSION	UDOT RIGHT OF WAY	PO BOX 148420	SALT LAKE CITY UT	84114	8420	51 N BANGERTER HWY	6.66	0832300010
184764	08323000130000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3649 W NORTHTEMPLE ST	2.84	0832300013
184765	08323000140000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3602 W 100 N	6.78	0832300014
184766	08323000150000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3649 W NORTHTEMPLE ST	20.16	0832300015
184772	08323000170000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY, 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	51 N BANGERTER HWY	2.92	0832300017
184775	08323000200000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3700 W TERMINAL DR	0.13	0832300020
184776	08323000210000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3700 W TERMINAL DR	0.03	0832300021
184777	08323000220000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3700 W TERMINAL DR	0.04	0832300022
184976	08333000020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	10.04	0833300002
184977	08333000030000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3051 W NORTHTEMPLE ST	2.26	0833300003
184978	08333000040000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3011 W NORTHTEMPLE ST	4.83	0833300004
184979	08333000050000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2909 W NORTHTEMPLE ST	14.83	0833300005
184980	08333000060000	SALT LAKE CITY CORPORATION		PO BOX 145550	SALT LAKE CITY UT	84114	5550	2445 W NORTHTEMPLE ST	0.65	0833300006

184981	08333000110000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	3.05	0833300011
184984	08333000140000	SALT LAKE CITY CORPORATION	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2405 W NORTHTEMPLE ST	0.85	0833300014
204163	15041010020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	29.67	1504101002
204168	15041040030000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	1.62	1504104003
204169	15041040040000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	0.36	1504104004
204172	15041050010000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	1.07	1504105001
204173	15041050010000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	1.07	1504105001
204174	15041050010000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	1.07	1504105001
204178	15041260010000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	12.95	1504126001
204179	15041260010000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	12.95	1504126001
204180	15041260030000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	31 N 2400 W	1.26	1504126003
204181	15041260040000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	13.03	1504126004
204182	15041260040000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	13.03	1504126004
204194	15041760010000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	0.35	1504176001
204195	15041770020000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	3.54	1504177002
204407	15051000030000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3649 W NORTHTEMPLE ST	40.22	1505100003
204408	15051000040000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3649 W NORTHTEMPLE ST	1.39	1505100004

204409	15051000040000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3649 W NORTHTEMPLE ST	1.39	1505100004
204411	15052010010000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3529 W NORTHTEMPLE ST	27.41	1505201001
204412	15052010020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3529 W NORTHTEMPLE ST	8.26	1505201002
204413	15052010040000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3529 W NORTHTEMPLE ST	11.78	1505201004
204414	15052010050000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY, 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3527 W NORTHTEMPLE ST	1.48	1505201005
204417	15052260020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	2.55	1505226002
204420	15052270020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	2.18	1505227002
204421	15052270020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	2.18	1505227002
204422	15052270030000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	1.66	1505227003
204423	15052270030000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	1.66	1505227003
204424	15052280010000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	1.98	1505228001
204425	15052280070000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	0.23	1505228007
204426	15052280080000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	4.84	1505228008
204427	15052280090000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	13.41	1505228009
204428	15052280100000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY, 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3325 W NORTHTEMPLE ST	0.13	1505228010
204429	15052280110000	STATE ROAD COMMISSION	UDOT	PO BOX 148420	SALT LAKE CITY UT	84114	8420	3325 W NORTHTEMPLE ST	0.11	1505228011
204430	15052280120000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY, 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3325 W NORTHTEMPLE ST	1.13	1505228012

204593	15062000020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	4100 W IEIGHTYWEST	22.58	1506200002
204597	15062000070000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	4400 W IEIGHTYWEST	47.10	1506200007

3. NOTICE OF CITY COUNCIL HEARING

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is considering Petition **PLNPCM2015-00357: Airport Zoning** - A request by the Salt Lake City Department of Airports, represented by Allen McCandless, to amend the zoning map for approximately 489.181 acres of land located south of the Salt Lake International Airport terminals and runways, adjacent to Interstate 80. The land is proposed to be rezoned from Open Space (OS), Commercial Corridor (CC) and Business Park (BP) to Airport (A)

As part of their study, the City Council is holding an advertised public hearing to receive comments regarding the petition. During this hearing, anyone desiring to address the City Council concerning this issue will be given an opportunity to speak. The hearing will be held:

DATE:

TIME: 7:00 p.m.

PLACE: Room 315
City & County Building
451 South State Street
Salt Lake City, Utah

If you have any questions relating to this proposal or would like to review the file, please call Doug Dansie at 801-535-6182 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday or via e-mail at doug.dansie@slcgov.com

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the City Council Office at council.comments@slcgov.com, 801-535-7600, or relay service 711.

4. MAILING LABELS

Notices sent to Listserve

The majority of adjacent land is Salt Lake City owned

Name Address1 Address2	CHIN LLC 13373 PERRIS BLVD #C-203 MORENO VALLEY, CA 92553-5409	THRIFTY RENT A CAR SYSTEM INC 5330 E 31ST ST TULSA, OK 74135
WALKER-SOUTHWEST PROPERTIES LLC PO BOX 17967 SAN ANTONIO, TX 78217-0967	QUALITY OIL CO 4625 S 2300 E #203 HOLLADAY, UT 84117-4477	SALT LAKE CITY CORP 1020 N FLYER WY SALT LAKE CITY, UT 84116-2959
SCSB, LLC; ET AL 163 S MAIN ST SALT LAKE CITY, UT 84111-1917	NORTHROP GRUMMAN GUIDANCE AND ELECTRONICS COMPANY, INC. 2211 W NORTHTEMPLE ST SALT LAKE CITY, UT 84116-2914	SALT LAKE CITY CORPORATION PO BOX 145460 SALT LAKE CITY, UT 84114-5460
SALT LAKE CITY CORPORATION PO BOX 145550 SALT LAKE CITY, UT 84114-5550	PARRISH, JAMES B; TR (JBP TRST) 1815 S PARAGON DR ST GEORGE, UT 84790-6146	Resident 2445 W NORTH TEMPLE ST Salt Lake City, UT 84116-2917
Resident 2447 W NORTH TEMPLE ST Salt Lake City, UT 84116-2917	Resident 2375 W NORTH TEMPLE ST Salt Lake City, UT 84116-2915	Resident 72 N 2400 W Salt Lake City, UT 84116-2954
Resident 2333 W NORTH TEMPLE ST Salt Lake City, UT 84116-2915	Resident 15 S 2400 W Salt Lake City, UT 84116-2990	Resident 2211 W NORTH TEMPLE ST Salt Lake City, UT 84116-2914
Resident 2211 W NORTH TEMPLE ST #BLDG B Salt Lake City, UT 84116-2914	Resident 2211 W NORTH TEMPLE ST #BLDG C Salt Lake City, UT 84116-2914	Resident 2211 W NORTH TEMPLE ST #BLDG D Salt Lake City, UT 84116-2914
Resident 2211 W NORTH TEMPLE ST #BLDG E Salt Lake City, UT 84116-2914		

**5.A PLANNING COMMISSION
NOTICE**

4770 S. 5600 W.
WEST VALLEY CITY, UTAH 84118
FED.TAX I.D.# 87-0217663
801-204-6910

Deseret News

Utah
Media
Group

The Salt Lake Tribune

PROOF OF PUBLICATION

CUSTOMER'S COPY

CUSTOMER NAME AND ADDRESS	ACCOUNT NUMBER	DATE
PLANNING DIVISION, PO BOX 145480 SALT LAKE CITY UT 84114	9001394298	8/31/2015

ACCOUNT NAME	
PLANNING DIVISION,	
TELEPHONE	ADORDER# / INVOICE NUMBER
8015357759	0001047104 /
SCHEDULE	
Start 08/29/2015	End 08/29/2015
CUST. REF. NO.	
PH 9/9	
CAPTION	
Notice of Public Hearing On Wednesday, September 9, 2015, the Salt Lake City P	
SIZE	
52 Lines	2.00 COLUMN
TIMES	RATE
2	
MISC. CHARGES	AD CHARGES
TOTAL COST	
135.00	

Notice of Public Hearing

On Wednesday, September 9, 2015, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to the City Council regarding the following petition:

Attached Garage Regulations for Residential Districts -
The Salt Lake City Council has requested that the existing residential zoning regulations be evaluated with regard to compatible infill development in Salt Lake City. City Planning Staff identified issues regarding the existing attached garage regulations and is proposing regulations that would restrict the ability to build new attached garages that project from the front facade of homes in residential zoning districts. An exemption is proposed for existing garage replacement and when there is a development pattern of such garages on a block face. The proposed regulation changes will affect chapter 21A-24 Residential Districts of the zoning ordinance. The regulations will affect the R-1, R-2, SR, and FR Residential Zoning Districts city-wide. Related provisions of title 21A-Zoning may also be amended as part of this petition. (Staff contact: Daniel Echeverria at (801)535-7165 or Daniel.echeverria@slcgov.com.) Case number PLNPCM2014- 00133

Salt Lake City International Airport rezone - A request by The Salt Lake City International Airport to rezone properties located south of the existing terminal and runways from OS Open Space, Commercial Corridor CC and Business Park BP to Airport A zoning. This includes the land at the ends of the runways, presently occupied by runway approach lighting, and the Wingpointe golf course. The project is, located in Council District 1 represented by James Rogers (Staff contact: Doug Danile at (801)535-6182 or doug.danile@slcgov.com.) Case number PLNPCM2015-00357

The public hearing will begin at 5:30 p.m. in room 326 of the City Council Building, 451 South State Street, Salt Lake City, UT.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

1047104

UPAXLP

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba MEDIAONE OF UTAH LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF Notice of Public Hearing On Wednesday, September 9, 2015, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations for PLANNING DIVISION, WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba MEDIAONE OF UTAH, AGENT FOR THE SALT LAKE TRIBUNE AND DESERET NEWS, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINATELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

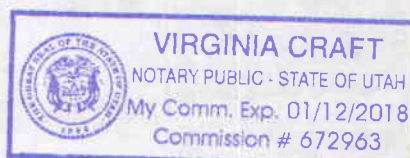
PUBLISHED ON Start 08/29/2015 End 08/29/2015

SIGNATURE

Adair

DATE 8/31/2015

THIS IS NOT A STATEMENT BUT A "PROOF OF PUBLICATION"
PLEASE PAY FROM BILLING STATEMENT



Virginia Craft
NOTARY SIGNATURE

**5.B PLANNING COMMISSION
STAFF REPORT**



Staff Report

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission
From: Doug Dansie, 801-535-6182, doug.dansie@slcgov.com
Date: September 9, 2015
Re: PLNPCM2015-00357 Airport/Wingpointe Zoning Amendment

Zoning Amendment

PROPERTY ADDRESS: Salt Lake City International Airport

PARCEL ID: Approximately 35 individual parcels See attachment C.

MASTER PLAN: Northwest

ZONING DISTRICT: OS Open Space, CC Commercial Corridor, BP Business Park

REQUEST: The petitioner, Salt Lake City Department of Airports, represented by Allen McCandless, is requesting approval to amend the zoning map for approximately 489.181 acres of land located south of the Salt Lake International Airport terminals and runways, adjacent to Interstate 80. The land is proposed to be rezoned from Open Space (OS), Commercial Corridor (CC) and Business Park (BP) to Airport (A)

The intent of the proposed rezone is to integrate the property in to overall airport services. If the zoning is amended for the property, the entire property could be used for any use allowed in the Airport zone. The Airport has not specified their intended long term use for the property at this time, beyond the closure of the Wingpointe golf course and interim use during Airport construction. The City Council has final decision making authority for master plan and zoning amendments.

RECOMMENDATION: Based on the information in this staff report, Planning Staff recommends that the Planning Commission forward a recommendation of approval to the City Council for the proposed zoning map amendment.

The following motion is provided in support of the recommendation:

Based on the findings listed in the staff report and the testimony and plans presented, I move that the Planning Commission transmit a positive recommendation to the City Council for the proposed zoning map amendment.

ATTACHMENTS:

- A. [Vicinity Map](#)
- B. [Property Photographs](#)
- C. [Additional Applicant Information](#)
- D. [Existing Conditions](#)
- E. [Analysis of Standards](#)
- F. [Public Process & Comments](#)
- G. [Department Review Comments](#)
- H. [Motions](#)

PROJECT DESCRIPTION:

The subject property is located within the Northwest Community. The Northwest Community Master Plan contains a future land use map that designates the desired type of land use that should occur on the property. The future land use map has a split designation for the property, with the majority of the property designated as "Airport." However, the southeastern most portion of the site (south of the North Temple on ramp to I-80) is designated for "Business/Commercial"

The intent of the proposed rezone is to integrate the property into the airport and to acknowledge its limitations for future development.

KEY ISSUES:

The key issues listed below have been identified through the analysis of the project, neighbor and community input and department review comments.

1. Wingpointe closure
2. Flight pattern limitations
3. Open space inventory

Issue 1 – Wingpointe closure

The Salt Lake City Council has made a decision to close the Wingpointe Golf Course. An overriding factor in closing the course is the decision by the FAA to require the land be leased at market rate. The closure of the golf course was part of a larger FAA compliance review; in response to that review, the City administration committed that it would rezone the property to airport designation prior to 2017. See Attachment C.

Wingpointe has provided an aesthetically pleasing entry/exit to Salt Lake City International Airport. The proposed A Airport zoning does not have inherent design standards to replicate that type of landscaping, even at a small scale, however the Department of Airports has a history of innovative and sustainable native/naturalized landscaping along streets within and adjacent to airport property.

The canal ponds in this area are designated as wetland areas. These would remain as they are in their current locations and configurations.

There is a single paved bicycle trail that is also used as a perimeter road that also would remain as it is in the current location and configuration.

The Airport indicates that the main purpose for requesting a zoning amendment at this time relates to the Terminal Redevelopment Program. At the peak of construction there will soon be a need for 1500 minimum parking stalls for the trade workers constructing the terminal building, concourses, roadways, parking structure, gateway building, central utility plant, utilities, and apron work. There will be times where all these projects will be under construction at the same time. The Airport will need to accommodate the workers as the facilities are built as early as spring of 2016.

The short-term plan for the Wingpointe area is to provide close-in temporary parking for the trade workers, where they can then be bused to the individual construction sites. The TRP program managers have recently re-affirmed the need for this parking. There is also a need for a receiving area where trucks and cargo can be inspected prior to being off-loaded and delivered to the construction sites. There may be a need also for additional ground transportation staging and parking areas. It is planned these areas would be located where a portion of Wingpointe now is located.

The airport will be updating their airport master plan where the Wingpointe area will receive a closer look at the long-term possibilities for future uses. A concept plan was developed by Airport staff showing potential office space and aviation related uses and/or additional paved parking for passengers and employees.

Issue 2 – Flight Pattern limitations

Many of the properties not part of the Wingpointe Golf Course are also airport owned properties that were purchased because they are part of the security area and/or flight pattern approach to the airport.

After being identified at a community open house, the airport authority amended their original request to also include the property southeast of the North Temple on-ramp to I-80 (former Continental Airlines reservation center) to be included in the rezone. This property, which is identified as commercial in the master plan, has been purchased by the airport and the building demolished because it was under the flight path of the eastern runway and partially in the Runway Protection Zone.

Issue 3 – Open Space Inventory De-listing:

Chapter 2.90 of City Code designates an open space lands inventory and provides a process for removing open space from that inventory. The Salt Lake City open space lands program is established to facilitate the city's acquisition, management, promotion, preservation, protection and enhancement of open space lands and to encourage public and private gifts of land, money, securities or other property to be used to preserve the natural, scenic, historic and important neighborhood open space lands.

The process of de-listing the open space from the inventory is a process that is at the discretion of the Mayor and City Council.

DISCUSSION:

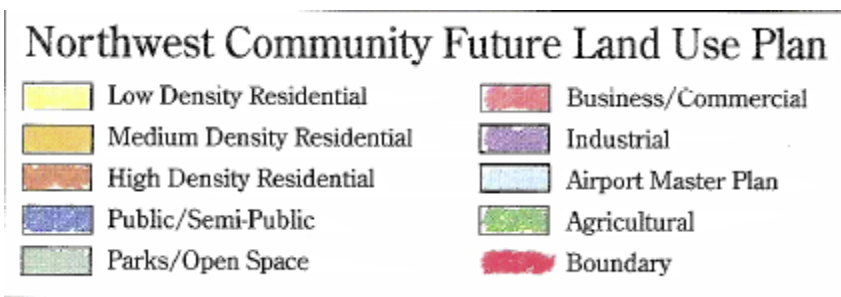
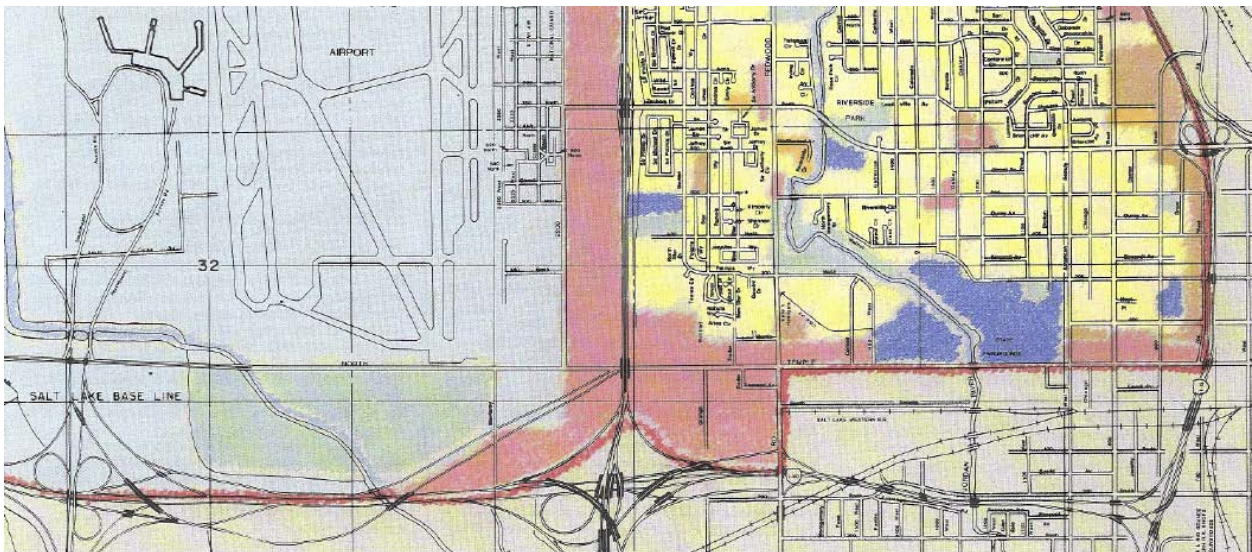
Applicable Master Plan Policies

The *Northwest Master Plan* includes some general policies about commercial and residential areas, however they generally apply to development north and east of the airport, such as the Morton Meadows and Westpointe neighborhoods, where airport noise could impact to housing and office development.

The airport already controlled most of the land contained in this petition at the time the Master Plan was adopted. Therefore, the master plan identifies all of the properties associated with this proposal as being part of the Airport designation, with the exception of the land southeast of the North Temple on-ramp to I-80 which is identified as business/commercial and is presently zoned BP Business Park. This parcel is impacted by airport flight patterns and has since been acquired by the Department of Airports for security reasons.

The site at North Temple and 2400 West, which is identified as Airport in the master plan but currently zoned CC Commercial Corridor, is presently owned by the Airport and occupied with offices, which is consistent with both the present CC Commercial Corridor and proposed A Airport zoning districts. The Airport does not foresee a change in use with the rezone.

The Master Plan actually indicates a shortage of golf courses in the City and suggests additional courses; however, market conditions have not coincided with projections, which has led to the decision to close Wingpointe.



NEXT STEPS:

With a recommendation of approval or denial for the zoning amendment, the amendment proposal will be sent to the City Council for a final decision by that body.

If the zoning amendment is approved, the Department of Airports will be able to build any use allowed in the A Airport zone on the property. While most of the property would remain vacant because of flight pattern restrictions, the Wingpointe Golf Course land is not under the flight pattern; and is expected that the site will be developed as airport supporting uses, which may include parking, hotels or any other use allowed in the zoning district. A complete list of uses allowed within the zone is located in at http://www.sterlingcodifiers.com/codebook/index.php?book_id=672. The proposed uses are designed to be part of the ongoing growth and viability of the International Airport

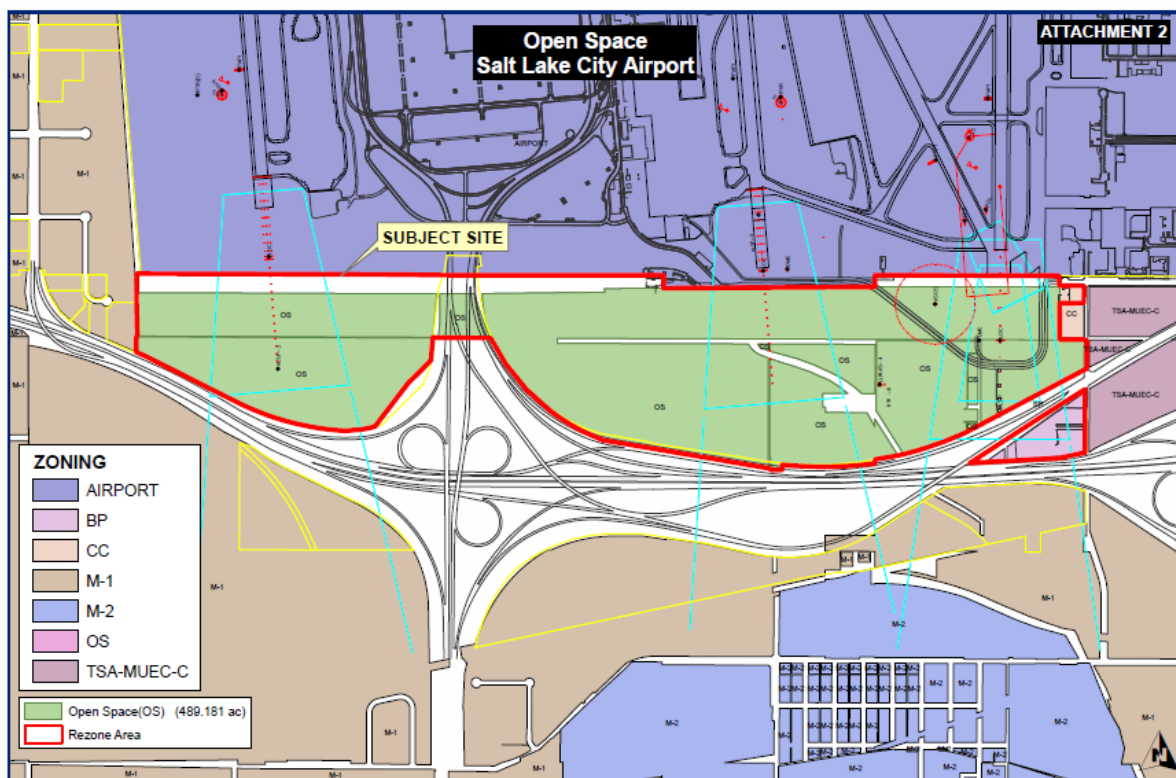
The Department of Airports will need to obtain building permits for any development at the time they do choose to develop and will need to comply with the necessary zoning standards.

If the zoning amendment is denied, the property will remain zoned OS Open Space, CC Commercial Corridor and BP Business Park. With this zoning, the airport would still limit development on most parcels because of flight restrictions; however, the use of the former Wingpointe property would not be able to develop consistent with FAA regulations, creating discordance with City and Federal regulations.

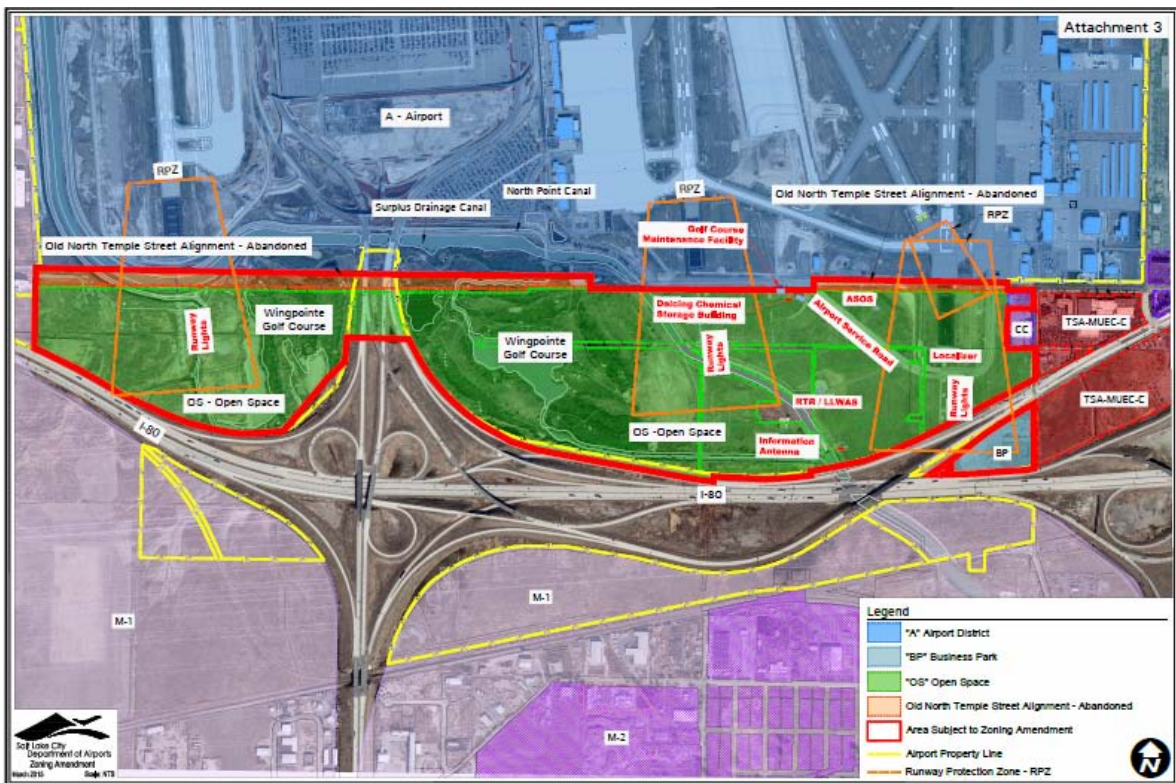
ATTACHMENT A: VICINITY MAP



Area outlined in red is the area requested for rezoning



Area proposed for rezoning (outlined in red) in relationship to existing zoning
(Yellow lines represent outline of airport owned property. Blue lines represent airplane approach patterns)



Existing zoning, property lines and runway protection zone superimposed on aerial photograph

ATTACHMENT B: PROPERTY PHOTOGRAPHS



Wingpointe Golf Course (looking southeast)



Wingpointe Golf Course (looking east)



Wingpointe Golf Course (looking west)



Former Continental Airlines Reservation Center site between North Temple on-ramp and I-80 at 2400 West



CC Commercial Corridor zoned land at 2400 West North Temple

ATTACHMENT C: ADDITIONAL APPLICANT INFORMATION



U.S. Department
of Transportation
**Federal Aviation
Administration**

Airport Compliance and Management Analysis

800 Independence Ave., SW
Washington, DC 20591

July 3, 2013

Mr. David Everitt
Chief of Staff
Salt Lake City Corporation
451 South State Street, Room 306
PO Box 145474
Salt Lake City, UT 84114-5474

Dear Mr. Everitt:

Thank for your February 4 letter, concerning the corrective actions proposed to the Federal Aviation Administration's (FAA) compliance review of Salt Lake City Department of Airports (DOA). The items sent were in response to our request for additional information and modifications of the original corrective action plan submitted by the City on August 2, 2012. We appreciate the fact that your letter recognizes the City's full commitment to implement corrective actions for violations of FAA's Policy and Procedures Concerning the Use of Airport Revenue (Revenue Use Policy).

Your responses to the five findings indicated, in part:

West Jordan Soccer Field: The City will allow the initial term of the soccer field to run its course through October, 2025, but the City will not allow West Jordan to exercise an option for a second, 20-year term.

Land Swap/Easement: The City's General Fund, subject to annual appropriation, will reimburse the DOA \$983,943.19 (\$912,656 plus statutory interest of \$71,287.19) over a 10-year pay period on the following schedule (which accounts for accumulating interest on the unpaid balance):

	Principal	Accumulated Interest	Total
7/01/13	\$94,047.33	\$9,839.43	\$103,886.76
7/01/14	\$94,987.81	\$8,898.96	\$103,886.76
7/01/15	\$95,934.68	\$7,949.08	\$103,886.76
7/01/16	\$96,897.06	\$6,989.70	\$103,886.76
7/01/17	\$97,866.03	\$6,020.73	\$103,886.76

7/01/18	\$98,844.69	\$5,042.07	\$103,886.76
7/01/19	\$99,833.14	\$4,053.63	\$103,886.76
7/01/20	\$100,831.47	\$3,055.29	\$103,886.76
7/01/21	\$101,839.79	\$2,046.98	\$103,886.76
7/01/22	\$102,858.18	\$1,028.58	\$103,886.76
Total	\$983,943.19	\$54,924.46	\$1,038,868.65

The DOA will annually certify to the FAA that these amounts have been properly withheld from the DOA's payments to the General Fund for city services rendered to the airport system.

Boeing Lease: Based on the appraised fair market value of the subject property, Boeing will pay a rental rate of \$0.27/sf for the "Premises" lease, effective January 1, 2013. If Boeing exercises its options on the "Land Bank" or "additional property" over the next five years, Boeing will be required to pay the appraised fair market value of \$0.23/sf. These lease rates will be updated every five years to reflect then-current appraised value in conjunction with Boeing's options to renew the lease.

Wingpointe Golf Course: The City would make reasonable efforts to rezone the property to allow aeronautical uses over the next five years. The DOA would amend the existing MOU so that the MOU expires on December 31, 2017 (instead of June 30, 2087) and, effective July 2, 2013 (the start of the next fiscal year), require the City, subject to appropriation, to reimburse the DOA for its costs (currently about \$55,000/year) for maintaining security, managing wildlife and otherwise ensuring that the use of the property as a golf course does not impair the use of Salt Lake City International Airport (SLC) as an airport.

The MOU would also be amended to provide if, as of December 31, 2017, the property is not needed for aeronautical use, the MOU may be extended for an additional 5-year term, but only if the City pays the DOA the current appraised fair market value rent for the golf course. The City has agreed to the following annual payment schedule, subject to appropriation:

	Annual Payment
FY 2014	\$55,000
FY 2015	\$60,000
FY 2016	\$65,000
FY 2017	\$70,000
7/17-12/17	\$37,500

Cost Allocation Plan: As recommended by the FAA, the DOA's internal auditor will review the City's cost allocation plan on an annual basis.

Based on your responses, FAA has agreed to your corrective action plan. However, you noted that both payments for the Golf Course and Easement are subject to annual appropriations. We understand the DOA's annual budget is subject to City Council approval and that the City is committed to resolving the findings. However, failure to not appropriate

these annual payments could place the DOA in noncompliance with Federal law. Sanctions for noncompliance can include:

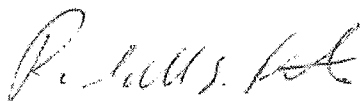
- Withholding of future and existing grants;
- Withholding approval of an application to impose a passenger facility charge;
- Federal court action; and
- Civil penalties as stated in FAA's Revenue Use Policy.

In an effort to alleviate FAA's concerns over the "subject to annual appropriations" language, the Executive Director of SLC provided a plan to formalize the repayment for the Golf Course and Easement. It states that if the City's golf course enterprise fund does not make the proposed rental payments, the City will close the golf course and return it to the Airport. For the Easement, the City will include the payments in the City's nondepartmental budget schedule, where it will be described as "10 Year Plan – Airport Trail Reimbursement Required by FAA Corrective Action Plan." The DOA believes that this expressly shows the City's full commitment to making the scheduled payments and inclusion in the non-departmental budget will formalize the obligation.

FAA will continue to monitor the lease arrangements and/or repayments for the Golf Course, Boeing, and the Soccer Field. In the future, please submit copies of supporting documentation to the FAA on an annual basis for the payments made to the DOA for the Golf Course and Easement. In addition, we fully expect the DOA and the City to fulfill its promises with regard to the proposed current and future lease modifications.

Should you have any further questions, please contact David Duchow at (202) 493-4604.

Sincerely,



Randall S. Fiertz
Director of Airport Compliance
and Management Analysis

cc: Maureen Riley, Executive Director, SLC
Scott Lewis, Anderson & Kreiger, LLP.
John Bauer, Denver Airports District Office
Joelle Briggs, Northwest Mountain Airports Division

OBJECTID	parcel_id	own_name	careof_att	own_addr	own_cityst	own_zip	own_zip_fo	prop_locat	parcel_acr	PARCEL
184717	08313760010000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	51 N BANGERTER HWY	16.31	0831376001
184720	08314000030000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	51 N BANGERTER HWY	30.24	0831400003
184763	08323000100000	UTAH STATE ROAD COMMISSION	UDOT RIGHT OF WAY	PO BOX 148420	SALT LAKE CITY UT	84114	8420	51 N BANGERTER HWY	6.66	0832300010
184764	08323000130000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3649 W NORTHTEMPLE ST	2.84	0832300013
184765	08323000140000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3602 W 100 N	6.78	0832300014
184766	08323000150000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3649 W NORTHTEMPLE ST	20.16	0832300015
184772	08323000170000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY, 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	51 N BANGERTER HWY	2.92	0832300017
184775	08323000200000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3700 W TERMINAL DR	0.13	0832300020
184776	08323000210000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3700 W TERMINAL DR	0.03	0832300021
184777	08323000220000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3700 W TERMINAL DR	0.04	0832300022
184976	08333000020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	10.04	0833300002
184977	08333000030000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3051 W NORTHTEMPLE ST	2.26	0833300003
184978	08333000040000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3011 W NORTHTEMPLE ST	4.83	0833300004
184979	08333000050000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2909 W NORTHTEMPLE ST	14.83	0833300005
184980	08333000060000	SALT LAKE CITY CORPORATION		PO BOX 145550	SALT LAKE CITY UT	84114	5550	2445 W NORTHTEMPLE ST	0.65	0833300006

184981	08333000110000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	3.05	0833300011
184984	08333000140000	SALT LAKE CITY CORPORATION	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2405 W NORTHTEMPLE ST	0.85	0833300014
204163	15041010020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	29.67	1504101002
204168	15041040030000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	1.62	1504104003
204169	15041040040000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	0.36	1504104004
204172	15041050010000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	1.07	1504105001
204173	15041050010000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	1.07	1504105001
204174	15041050010000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3121 W NORTHTEMPLE ST	1.07	1504105001
204178	15041260010000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	12.95	1504126001
204179	15041260010000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	12.95	1504126001
204180	15041260030000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	31 N 2400 W	1.26	1504126003
204181	15041260040000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	13.03	1504126004
204182	15041260040000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	13.03	1504126004
204194	15041760010000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	0.35	1504176001
204195	15041770020000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	2445 W JETWAY AVE	3.54	1504177002
204407	15051000030000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3649 W NORTHTEMPLE ST	40.22	1505100003
204408	15051000040000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3649 W NORTHTEMPLE ST	1.39	1505100004

204409	15051000040000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3649 W NORTHTEMPLE ST	1.39	1505100004
204411	15052010010000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3529 W NORTHTEMPLE ST	27.41	1505201001
204412	15052010020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3529 W NORTHTEMPLE ST	8.26	1505201002
204413	15052010040000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3529 W NORTHTEMPLE ST	11.78	1505201004
204414	15052010050000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY, 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3527 W NORTHTEMPLE ST	1.48	1505201005
204417	15052260020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	2.55	1505226002
204420	15052270020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	2.18	1505227002
204421	15052270020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	2.18	1505227002
204422	15052270030000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	1.66	1505227003
204423	15052270030000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	1.66	1505227003
204424	15052280010000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	1.98	1505228001
204425	15052280070000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	0.23	1505228007
204426	15052280080000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	4.84	1505228008
204427	15052280090000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	3325 W NORTHTEMPLE ST	13.41	1505228009
204428	15052280100000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY, 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3325 W NORTHTEMPLE ST	0.13	1505228010
204429	15052280110000	STATE ROAD COMMISSION	UDOT	PO BOX 148420	SALT LAKE CITY UT	84114	8420	3325 W NORTHTEMPLE ST	0.11	1505228011
204430	15052280120000	UTAH TRANSIT AUTHORITY	RIGHT-OF-WAY, 4TH FLR	PO BOX 30810	SALT LAKE CITY UT	84130	0810	3325 W NORTHTEMPLE ST	1.13	1505228012

204593	15062000020000	SALT LAKE CITY	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	4100 W IEIGHTYWEST	22.58	1506200002
204597	15062000070000	SALT LAKE CITY CORP	PROPERTY MANAGEMENT	PO BOX 145460	SALT LAKE CITY UT	84114	5460	4400 W IEIGHTYWEST	47.10	1506200007

ATTACHMENT D: EXISTING CONDITIONS

Uses in the Immediate Vicinity of the Property

The majority of the land to the east of the proposed area for rezone is zoned TSA-MUEC-C Transit Station Area- Mixed Use Employment Center Core. This area is generally occupied by hotel, parking, offices, airport related services, government agencies and retail uses. To the west is M-1 Manufacturing zoned property (International Center); generally hotel, office and manufacturing uses. The airport has also acquired some of this land for Airport expansion. To the south is M-1 Manufacturing Property (mostly owned by the Airport) that is either vacant or industrial in nature. Please see the vicinity map in Attachment A for reference.

Current OS, CC and BP Zoning Standards

The property proposed for rezoning is currently OS Open Space, CC Commercial Corridor and BP Business Park. The yard and bulk requirements for these districts are somewhat irrelevant for much of the property since they are superseded by the AFPP Airport Flight Path Protection overlay zoning district that imposes additional standards rendering much of the land not buildable for inhabitable structures. The area of the Wingpointe golf course is not in direct line of the flight path and the OS development standards would be replaced by A Airport standards.

The OS yard requirements are as follows:

Minimum Lot Size:

1. Minimum lot area: Ten thousand (10,000) square feet.
2. Minimum lot width: Fifty feet (50').

Maximum Building Height: Building height shall be limited to thirty five feet (35'); provided, that for each foot of height in excess of twenty feet (20'), each required yard and landscaped yard shall be increased one foot (1').

Minimum Yard Requirements:

1. Front Yard: Thirty feet (30').
2. Corner Side Yard: Thirty feet (30').
3. Interior Side Yard: Twenty feet (20').
4. Rear Yard: Thirty feet (30').
5. Accessory Buildings And Structures In Yards: Accessory buildings and structures may be located in required yard areas subject to section [21A.36.020](#), table [21A.36.020B](#), "Obstructions In Required Yards", of this title.

Proposed A Airport Zoning Standards:

Minimum Lot Area and Width: No minimum lot area or lot width is required.

Maximum Building Height: Maximum building height shall be determined by the Salt Lake City International Airport in accordance with subsections [21A.34.040F](#) through R of this title.

Minimum Yard Requirements: No minimum yards shall be required.

ATTACHMENT E: ANALYSIS OF STANDARDS

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

Factor	Finding	Rationale
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;	Complies	<p>All land affected has been acquired by the Department of Airports to insure airport operation and safety. The rezone is a requirement of the Compliance Review from the United States Federal Aviation Administration FAA.</p> <p>Technically, the Wingpointe golf course could remain if it paid market rates for the land, according to FAA regulations, however it has been deemed unsustainable.</p>
2. Whether a proposed map amendment furthers the specific purpose statements of the zoning ordinance.	Complies	<p>The A Airport purpose statement is as follows:</p> <p><i>The purpose of the A airport district is to provide a suitable environment for the Salt Lake City International Airport and private uses that function in support of the airport facility. This district is appropriate in areas of the city where the applicable master plans support this type of land use.</i></p> <p>The location of the proposal is compliant with the purpose statement of the zone.</p>
3. The extent to which a proposed map amendment will affect adjacent properties;	Complies	<p>Adjacent properties are either owned by the Department of Airports or are commercial/office uses compatible with the airport.</p>
4. Whether a proposed map amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards	Complies	<p>The property is located within the AFPP Airport Flight Path Protection overlay zoning district that imposes additional standards. The AFPP overlay extends beyond the area zoned A Airport, to insure the protection and safety of the Salt Lake City International Airport.</p> <p>The Purpose statement of the Overlay district is: <i>It is determined that a hazard to the operation of the airport endangers the lives and property of</i></p>

		<p><i>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:</i></p> <ol style="list-style-type: none"> <i>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;</i> <i>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</i> <i>3. That the prevention of these hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation</i>
<p>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.</p>	<p>Complies</p>	<p>The subject property is located within a built environment where public facilities and services already exist.</p> <p>City departments and division have not indicated that public facilities or services are inadequate to serve the subject property.</p>
<p>NOTES:</p>		

ATTACHMENT F: 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:

Notice of Application:

An open house was held on July 16, 2015.

1. Katie McKellar, reporter with the Deseret News, asked general questions about the rezoning area and reviewed the presentation maps.
2. Shelia O'Driscoll, resident, asked general questions about the rezoning, and that the city needs better outreach.
3. George Chapman, resident, is against closing Wingpointe

Notice of the public hearing for the proposal included:

Public hearing notice mailed on August 27, 2015

Public hearing notice posted on August 27, 2015

Public notice posted on City and State websites and Planning Division list serve on August 27, 2015

Public Input:

No public comments received as of staff report publication.

ATTACHMENT G: DEPARTMENT REVIEW COMMENTS

Engineering – Scott Weiler (scott.weiler@slcgov.com or 801-535-6159)

Engineering has no objection to the zoning amendment. Too bad the golf course has to go.

Zoning - Greg Mikolash (greg.mikolash@slcgov.com or 801-535-6181)

No zoning issues or comments per this review.

Transportation

No comments.

Public Utilities – Jason Draper (jason.draper@slcgov.com or 801-486-6751)

SLCPU has no issues with the proposed zone change. (other than I will miss golfing there....)

Fire

No comments.

Police

No comments.

ATTACHMENT H: MOTIONS

Potential Motions

Staff Recommendation:

Based on the findings listed in the staff report and the testimony and plans presented, I move that the Planning Commission transmit a positive recommendation to the City Council for the proposed zoning map amendment.

Not Consistent with Staff Recommendation:

Based on the testimony, plans presented and the following findings, I move that the Planning Commission transmit a negative recommendation to the City Council for the proposed zoning map amendment.

(The Planning Commission shall make findings on the Zoning Amendment standards and specifically state which standard or standards are not being complied with. Please see Attachment E for applicable standards.)

**5.C PLANNING COMMISSION
AGENDA AND MINUTES**

AMENDED SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA
In Room 326 of the City & County Building
451 South State Street
Wednesday, September 9, 2015, at 5:30 p.m.
(The order of the items may change at the Commission's discretion.)

The field trip is scheduled to leave at 4:00 p.m.

Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in Room 126 of the City and County Building. During the dinner break, the Planning Commission may receive training on city planning related topics, including the role and function of the Planning Commission.

PLANNING COMMISSION MEETING WILL BEGIN AT 5:30 PM IN ROOM 326

APPROVAL OF MINUTES FOR AUGUST 26, 2015

REPORT OF THE CHAIR AND VICE CHAIR

REPORT OF THE DIRECTOR

PUBLIC HEARINGS

Administrative Matters

1. **Regent Street Hotel Conditional Building and Site Design Review at approximately 45 East 200 South** -Chris Zarek and Keith Smith (developer, representing Form Development) is requesting approval from the City for additional height (approx 330 feet)) for a proposed hotel/condominium at the above listed address. Currently the land is vacant/underutilized and the property is zoned D-1 (Downtown). A building over 100 feet in height located mid-block in the D-1 zone must be reviewed through the Conditional Building and Site Design Review process. The subject property is within Council District 4, represented by Luke Garrott. (Staff contact: Molly Robinson at (801)535-7261 or molly.robinson@slcgov.com.) Case number PLCCPM2015-00463
2. **Kontgis Preliminary Subdivision at approximately 809 South 800 East and 810 East 800 South** - A Request by Chris Kontgis for a lot consolidation located at the above listed address. The proposal includes combining two parcels into one lot that would be approximately 12,200 square feet. In the R2 zoning district a lot over 12,000 square feet can only be approved through the subdivision process. The proposed lot consolidation is located in the R-2 (Single and Two- Family Residential) zoning district and is located within Council District 5, represented by Erin Mendenhall. (Staff contact: Anna Anglin at (801)535-6050 or anna.anglin@slcgov.com.) Case number PLNSUB2015-00298

Legislative Matters

3. **Westminster Master Plan & Zoning Amendment & Preliminary Subdivision at approximately 1888 South 1300 East** - A request by Curtis Ryan, on behalf of Westminster College, for a Master Plan Amendment, Zoning Amendment and Preliminary Subdivision located at the above listed address. The proposal is to consolidate all of these lots into the overall college campus by changing the master plan, rezoning the property and absorbing the land into a new subdivision plat The project is located in the R-1/5000 Zoning District, located in Council District 7 represented by Lisa Adams (Staff contact: Doug Dansie at (801)535-6182 or doug.dansie@slcgov.com.) Case numbers PLNPCM2014-00253 PLNPCM2014-00254 PLNSUB2015-00214

4. **Attached Garage Regulations for Residential Districts** - The Salt Lake City Council has requested that the existing residential zoning regulations be evaluated with regard to compatible infill development in Salt Lake City. City Planning Staff identified issues regarding the existing attached garage regulations and is proposing regulations that would restrict the ability to build new attached garages that project from the front façade of homes in residential zoning districts. An exemption is proposed for existing garage replacement and when there is a development pattern of such garages on a block face. The proposed regulation changes will affect chapter 21A.24 Residential Districts of the zoning ordinance. The regulations will affect the R-1, R-2, SR, and FR Residential Zoning Districts city-wide. Related provisions of title 21A-Zoning may also be amended as part of this petition. (Staff contact: Daniel Echeverria at (801)535-7165 or Daniel.echeverria@slcgov.com .) Case number PLNPCM2014- 00133
5. **Salt Lake City International Airport Rezone** - A request by The Salt Lake City International Airport to rezone properties located south of the existing terminal and runways from OS Open Space, Commercial Corridor CC and Business Park BP to Airport A zoning. This includes the land at the ends of the runways, presently occupied by runway approach lighting, and the Wingpointe golf course. The project is located in Council District 1 represented by James Rogers (Staff contact: Doug Dansie at (801)535-6182 or doug.dansie@slcgov.com.) Case number PLNPCM2015-00357
6. **Northwest Quadrant Master Plan** - A request by Mayor Ralph Becker and the Salt Lake City Council to adopt a master plan for the Northwest Quadrant, an area of Salt Lake City that is bounded by the Salt Lake International Airport and I-215 on the west, SR-201 and the City boundary to the south, the city boundary (approx. 8600 West) on the west, and the City boundary on the north. The Northwest Quadrant Master Plan will establish policies for future industrial development in the area and identify natural lands that should be preserved. The Northwest Quadrant is located in Council Districts 1 represented by James Rogers and 2 represented by Kyle LaMalfa. A copy of the draft master plan is available at www.slcgov.com/planning (Staff contact: Tracy Tran at (801)535-7645 and tracy.tran@slcgov.com.) Case number PLNPCM2009-00168

Briefing

7. **CBSDR and CB Zoning Regulations** - Planning Commission briefing on proposed changes to Title 21A.36 - Community Business Zoning District and 21A.59 Conditional Building and Site Design Review of the Zoning Ordinance in relation to the criteria for additional building size, buffering requirements and other design elements as well as standards for review for projects that are required to go through the approval process outlined in Chapter 21A.59. (Staff contact is David Gellner at 801-535-6107 or david.gellner@slcgov.com.) Case number PLNPCM2015-00636
8. **2015 Chair and Vice Chair Elections** - The Commission will nominate and vote in a Chair and Vice Chairperson at the September 9, 2015, Planning Commission Meeting. These individuals will serve in the positions from October 2015 to September 2016.

The files for the above items are available in the Planning Division offices, room 406 of the City and County Building. Please contact the staff planner for information, Visit the Planning Division's website at www.slcgov.com/CED/planning for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived, and may be viewed at www.slctv.com.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

SALT LAKE CITY PLANNING COMMISSION MEETING
Room 126 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, September 9, 2015

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:30:08 PM](#). Audio recordings of the Planning Commission meetings are retained for an indefinite period of time.

Present for the Planning Commission meeting were: Chairperson Clark Ruttinger; Vice Chairperson James Guilkey; Commissioners Jamie Bowen, Angela Dean, Michael Gallegos, Michael Fife,Carolynn Hoskins and Andres Paredes. Commissioner Emily Drown and Matt Lyon were excused.

Planning Staff members present at the meeting were: Nora Shepard, Planning Director; Nick Norris, Planning Manager; Doug Dansie, Senior Planner; Molly Robinson, Urban Designer; Anna Anglin, Principal Planner; Daniel Echeverria, Principal Planner; Tracy Tran, Principal Planner; Michelle Moeller, Administrative Secretary and Paul Nielson, Senior City Attorney.

Field Trip

A field trip was held prior to the work session. Planning Commissioners present were: Michael Fife, Michael Gallegos, James Guilkey, Carolynn Hoskins, Andres Paredes and Clark Ruttinger. Staff members in attendance were Nick Norris, Molly Robinson and Anna Anglin.

The following site was visited:

- **Regent Street Hotel 45 E 200 South**– Staff gave an overview of the project. The Commissioners asked if the plan conflicted with the Master Plan. Staff stated no it fit in with the proposed plan. The Commissioners asked if the interior use aligned with the design of the exterior. Staff stated mostly, the base and hotel room mostly align with the changes in building design. Staff clarified the midblock height requirement in the D-1 zone.
- **Kontgis 809 S 800 East** - Staff gave an overview of the project. The Commissioners asked if the duplex was legal. Staff stated yes and off street parking was accessed from 800 South.

APPROVAL OF THE MINUTES FROM THE AUGUST 26, 2015, MEETING. [5:30:28 PM](#)
MOTION [5:30:35 PM](#)

Commissioner Guilkey moved to approve the August 26, 2015 minutes. Commissioner Fife seconded the motion. The motion passed unanimously.

REPORT OF THE CHAIR AND VICE CHAIR [5:31:01 PM](#)

Chairperson Ruttinger stated he had nothing to report.

Vice Chairperson Guilkey stated he had nothing to report.

REPORT OF THE DIRECTOR [5:31:06 PM](#)

Ms. Nora Shepard, Planning Director, stated she had nothing to report.

[5:31:13 PM](#)

Regent Street Hotel Conditional Building and Site Design Review at approximately 45 East 200 South -Chris Zarek and Keith Smith (developer, representing Form Development) is requesting approval from the City for additional height (approx 330 feet)) for a proposed hotel/condominium at the above listed address. Currently the land is vacant/underutilized and the property is zoned D-1 (Downtown). A building over 100 feet in height located mid-block in the D-1 zone must be reviewed through the Conditional Building and Site Design Review process. The subject property is within Council District 4, represented by Luke Garrott. (Staff contact: Molly Robinson at (801)535-7261 or molly.robinson@slcgov.com.) Case number PLCPCM2015-00463

Ms. Molly Robinson, Urban Designer, reviewed the petition as presented in the Staff Report (located in the case file). She stated Staff was recommending that the Planning Commission approve the petition as presented.

The Commission and Staff discussed the following:

- The location and number of parking stalls for the proposed building.

Mr. Chris Zarek, Form Development, introduced himself and his design staff. He reviewed the concept of the hotels and its relationship with the Salt Lake community. Mr. Zarek reviewed the uses of the proposed building, how it would be accessible to the public, residents and guest using the building.

The Commission and Applicants discussed the following:

- The amenities that would be available for families.
- How the public uses, on the roof, would not be a hindrance to the residences or guest of the building.

PUBLIC HEARING [5:58:37 PM](#)

Chairperson Ruttinger opened the Public Hearing.

Mr. Jason Mathis, Downtown Alliance, stated they were excited with the development and improving Regent Street. He stated they supported the development and encouraged the Commission to support the height variance for the proposal.

Chairperson Ruttinger closed the Public Hearing.

Commissioner Fife expressed his support for the proposal.

MOTION [6:01:35 PM](#)

Commissioner Gallegos stated regarding PLNPCM2015-00463, he moved that the Planning Commission approve PLNPCM2015-00463 based on the plans presented, information in the Staff Report, public testimony and the discussion by the Planning Commission. Commissioner Guilkey seconded the motion. The motion passed unanimously.

Commissioner Guilkey asked what the process was to determine if a project was market rate or affordable housing.

Mr. Justin Belliveau, Redevelopment Agency, reviewed the decision process on how market rate or affordable housing was determined for projects.

[6:04:22 PM](#)

Kontgis Preliminary Subdivision at approximately 809 South 800 East and 810 East 800 South – A Request by Chris Kontgis for a lot consolidation located at the above listed address. The proposal includes combining two parcels into one lot that would be approximately 12,200 square feet. In the R2 zoning district a lot over 12,000 square feet can only be approved through the subdivision process. The proposed lot consolidation is located in the R-2 (Single and Two- Family Residential) zoning district and is located within Council District 5, represented by Erin Mendenhall. (Staff contact: Anna Anglin at (801)535-6050 or anna.anglin@slcgov.com.) Case numberPLNSUB2015-00298

Ms. Anna Anglin, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). She stated Staff was recommending the Planning Commission deny the petition as presented.

Mr. Chris Kontgis reviewed the reasoning for the proposal and the process he had been through. He discussed the neighbor's comments and how the property would be used in the future. Mr. Kontgis reviewed the location of the property and stated the proposal would enhance the look of the lot.

The Commission, Staff and Applicant discussed the following:

- Why the parcels needed to be combined if they were allowed to be used currently.
 - If the lots were combined it would provide a back yard for the duplex.
- The main purpose for the proposal.
 - Was to keep the existing canopy on the lot.
- The use of the garage.
- Why the petition was necessary and what it allowed the property to be used for.
- If rezoning the property was considered instead of combining the lots.
 - Staff reviewed the recent change in zoning and the allowed use for the property.
- If the six foot fence would be allowed to be on the property.

- Would need to go through a special exception and meet the criteria for approval.
- If access would still remain off of 800 South.
 - Yes the access would still remain.
- The subdivision did not change the fact that commercial vehicles could not be stored on the property.
- The lot was very well taken care of and the fence was to keep transients out.

PUBLIC HEARING

Chairperson Ruttinger opened the Public Hearing.

Mr. Nathan Florence stated he had worked with the City to protect the single family residences in the area from the businesses and preserve the nature of the neighborhood. He stated the lot had never been in compliance with the ordinances but neighbors had dealt with the issues to avoid causing problems with the property owner. Mr. Florence stated the property had not been kept up as it was full of the property owner's storage and was not usable by the tenants of the property. He asked the Commission to deny the petition.

Mr. Stewart Smith stated the Staff did a great job on the Staff Report. He reviewed the location and zoning of the property. Mr. Smith stated the property was well maintained and asked if the property could be rezoned instead of combined to allow future use. He stated he could not see anyone developing a home in the lot as it was in between two businesses and the location was not ideal. Mr. Smith stated if the proposal was not supported maybe Staff and the Applicant could rework it to accommodate the neighborhood and the City. He stated he supported the rezoning of the property.

Ms. Cindy Cromer handed out an aerial map of the area and stated the following:

My nearest property is a couple of blocks away, but I have extensive experience with this block dating back to the late 1980's when Smith's Food King expanded. I have participated in all of the planning efforts since then: the small area plan, the 1995 rezoning, the Central Community Master Plan, and the recent rezoning in 2014. In the late 1980's, there was a house on the parcel at 810 E 800 S. It had been there for a long time and I've brought the 1911 Sanborn map to make you aware of this property's history of residential use. The house was there in the late '80's when I became involved.

By the time of the 9th and 9th Small Area Plan in 1992, the house was gone and the parcel was vacant. Most of the time since then, it has been used illegally for parking vehicles associated with a business which is not in the neighborhood.

I agree with the recommendation in the staff report based on requirements of the zoning ordinance. But more important to me are the long range planning documents which I have worked on. The small area plan, the most detailed examination of the area, anticipated that the residential use would resume on the parcel. That was in 1992 after the fire when

the parcel was vacant. The most recent evaluation of the zoning was in 2014 when the City reviewed the zoning between 700 S and 900 S and 700 E to 900 E. The decision then was that the property should be R-2.

The current use is commercial and not associated with the nearby business. The proposal to combine the lots is an obvious effort to incrementally rezone the property. There is no question that this property would develop as residential if it went on the market. I can think of 2 specific developers of upscale properties who would buy it if I called them. There is no question that if you grant the applicant's request, we are losing housing contrary to the policies in all the plans I've mentioned and the City's housing policy. For me, this proposal is not about the technical requirements of the zoning ordinance, it is about housing and long range planning. But both the technical requirements and all of the planning efforts support denial.

Chairperson Ruttinger read the following card:

Ms. Julie Bjornstad – I am opposed to the rezone because I feel that the true purpose of the rezone is to keep the non-compliant use of the properties on 800 South as non-compliant by turning it into a “backyard” for the duplex. If he truly had the neighborhood’s best interest in mind he would maintain his current property. He is using it as storage and at times has had multiple people living there with no utilities including running water since I moved in four years ago. He had mentioned multiple times about wanting to put a restaurant there or sell it to create apartments, both of which are both not allowed per current zoning. In addition, no conversations among the property owner and neighborhood occurred prior to the closing of the comment period. I am very suspicious of the property owners intentions with the combination, the precedence approval would set, and the impact to the neighborhood redevelopment of the site would cause. Although the property owner claims there is seven year weed killer on the property, there are currently weeds. I also do not trust the plan for neighborhood garden boxes and permission for use.

Chairperson Ruttinger closed the Public Hearing.

Mr. Kontgis stated that no restaurant was planned on the corner and it would remain Emily Jane’s and he hated to see the property sit vacant.

The Commission and Applicant discussed the following:

- The property the Applicant owned in the neighborhood.

MOTION [6:33:48 PM](#)

Commissioner Guilkey stated regarding PLNSUB2015-00298, based on the findings in the Staff Report, testimony and plans presented, he moved that the Planning Commission deny PLNSUB2015-00298, the Kontgis Subdivision subject to findings one and two in the Staff Report. Commissioner Dean seconded the motion.

Commissioner Dean thanked the neighbors for their comments.

Commissioner Parades asked if the petition could be reworked to achieve the goal of the property owner.

Staff explained the reasoning the property could not be used as the Applicant proposed.

Commissioner Gallegos called for the vote.

The motion passed unanimously.

[6:35:55 PM](#)

Westminster Master Plan & Zoning Amendment & Preliminary Subdivision at approximately 1888 South 1300 East - A request by Curtis Ryan, on behalf of Westminster College, for a Master Plan Amendment, Zoning Amendment and Preliminary Subdivision located at the above listed address. The proposal is to consolidate all of these lots into the overall college campus by changing the master plan, rezoning the property and absorbing the land into a new subdivision plat. The project is located in the R-1/5000 Zoning District, located in Council District 7 represented by Lisa Adams (Staff contact: Doug Dansie at (801)535-6182 or doug.dansie@slcgov.com.) Case numbers PLNPCM2014-00253 PLNPCM2014-00254 PLNSUB2015-00214

Mr. Doug Dansie, Senior Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was recommending the Planning Commission forward a favorable recommendation to the City Council regarding the petition.

PUBLIC HEARING [6:37:18 PM](#)

Chairperson Ruttinger opened the Public Hearing.

Mr. George Chapman stated the community was worried that the university would increase in size and the neighbors wanted to keep the single family zoning. He stated he recommended the Commission not approve the petition as the area should be protected.

Chairperson Ruttinger closed the Public Hearing.

The Commission discussed and stated the following:

- The positive comments made during the previous Public Hearing.
- Westminster discussed their detailed plan, at the previous meeting, that showed how concerned they were to make sure they fit with the neighborhood and the difficulty there would be for developing any large structure on the lot because of setbacks and lot width.
- The proposal should not affect the neighborhood in any depreciable way.

The Commission and Staff discussed the following

- The language in the Master Plan regarding housing stock in the neighborhood and how the proposal complied or did not comply with the Master Plan.
- If dormitory housing was considered residential housing.
- Why this proposal was different from other proposals when it came to complying with the Master Plan.
- This was a rezoning process and the public stated they support the rezoning.
- What types of applications, for changing the use of the homes, would be reviewed by the Planning Commission.
- The process the applicant would go through to remove the homes if desired.

The Commission and Applicant discussed the following:

- The layout and potential use of the homes.
- If other structures would be constructed on the property.
- Reason for the proposal.
- How the homes would be changed to accommodate the proposal and uses of the homes.

MOTION [6:52:21 PM](#)

Commissioner Gallegos stated regarding PLNPCM2014-00253, PLNPCM2014-00254 PLNSUB2015-00214, Westminster Master Plan & Zoning Amendment & Preliminary Subdivision, based on the findings listed in the Staff Report and the testimony and plans presented, he moved that the Planning Commission transmit a positive recommendation to the City Council for the proposed zoning map and master plan amendment and also approve the preliminary subdivision, pending City Council approval of the zoning map and master plan amendment. Commissioner Bowen seconded the motion. Commissioners Gallegos, Hoskins, Fife and Parades voted “aye”. Commissioners Dean, Guilkey and Bowen voted “nay”. The motion passed 4-3.

[6:53:50 PM](#)

Attached Garage Regulations for Residential Districts - The Salt Lake City Council has requested that the existing residential zoning regulations be evaluated with regard to compatible infill development in Salt Lake City. City Planning Staff identified issues regarding the existing attached garage regulations and is proposing regulations that would restrict the ability to build new attached garages that project from the front façade of homes in residential zoning districts. An exemption is proposed for existing garage replacement and when there is a development pattern of such garages on a block face. The proposed regulation changes will affect chapter 21A.24 Residential Districts of the zoning ordinance. The regulations will affect the R-1, R-2, SR, and FR Residential Zoning Districts city-wide. Related provisions of title 21A-Zoning may also be amended as part of this petition.

(Staff contact: Daniel Echeverria at (801)535-7165 or Daniel.echeverria@slcgov.com.) Case number PLNPCM2014- 00133

Mr. Daniel Echeverria, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was recommending the Planning Commission forward a favorable recommendation to the City Council regarding the petition.

The Commission and Staff discussed the following:

- What determined a pattern.
 - Three homes that have the particular characteristic on a block face.
- Why the pattern mattered, because there are benefits if a garage is setback regardless if other homes match.
 - To protect the existing development pattern of a neighborhood.

PUBLIC HEARING [7:00:07 PM](#)

Chairperson Ruttinger opened the Public Hearing.

Ms. Cindy Cromer stated she was pleased that this item was coming back to the Commission and streetscapes and designs were being discussed. She stated she thought there were restrictions in the compatible infill ordinance regarding the percent of the front façade that could be covered by garage that would regulate placement of inline garages. Ms. Cromer asked the Commission to consider, in terms of pattern, what happens in a neighborhood where there was no pattern. She stated many older neighborhoods do not have a pattern and the standard would need to address those areas appropriately. Ms. Cromer stated there have been issues with the ordinance, regarding setbacks, where the garage has been required to be on the front of the house when it could have gone elsewhere.

Chairperson Ruttinger closed the Public Hearing.

- The Commission and Staff discussed the following:
- What would happen if there was no pattern.
 - One would have to comply with the standard; the exception was only if there was a pattern.
- If there were other regulations that would cause issues with garage location.

MOTION [7:03:58 PM](#)

Commissioner Fife stated regarding PLNPCM2014-00133, Attached Garage Regulations for Residential Districts, based on the findings and analysis in the Staff Report and testimony provided, he moved that the Planning Commission transmit a positive recommendation for PLNPCM2014-00133 to adopt the proposed zoning ordinance text amendment related to attached garages in residential districts Commissioner Gallegos seconded the motion. The motion passed unanimously.

[7:04:51 PM](#)

Salt Lake City International Airport Rezone - A request by The Salt Lake City International Airport to rezone properties located south of the existing terminal and runways from OS Open Space, Commercial Corridor CC and Business Park BP to Airport A zoning. This includes the land at the ends of the runways, presently occupied by runway approach lighting, and the Wingpointe golf course. The project is located in Council District 1 represented by James Rogers (Staff contact: Doug Dansie at (801)535-6182 or doug.dansie@slcgov.com.) Case number PLNPCM2015-00357

Mr. Doug Dansie, Senior Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was recommending the Planning Commission forward a favorable recommendation to the City Council regarding the petition.

Mr. Alan McCandless, Airport, stated the information in the Staff Report was correct. He stated the entire area currently zoned open space was included and there were several airport structures in the areas. He reviewed the equipment located in the open space area and what the property would be used for in the future.

The Commission and Applicant discussed the following

- If the Commission was legally required to rezone the open space area.
 - It was a finding from the FAA study and was their recommendation.
- The future use of the Wingpointe golf course.
- Mitigation of the loss of open space.
 - There are no requirements to replace the open space and was under the City Council's purview.
- How the airport would maintain the wetland areas.

The Commission made the following statements:

- If the Commission denied the petition, the Airport would have made their reasonable effort to rezone the property and the City would maintain its open space.

PUBLIC HEARING [7:18:20 PM](#)

Chairperson Ruttinger opened the Public Hearing.

The following individuals spoke to the petition: Mr. Michael Brant and Mr. George Chapman.

The following comments were made:

- Loved the golf course but it sounded like the City Council wanted to get rid of the golf course because it was land valued by the Federal Government.
- Water table in the area was high and the wildlife should be protected.
- Area should not be used to park vehicles.

-
- Proposal was a waste of a great golf course that the citizens of Salt Lake paid for.
- Salt Lake Administration was pushing for this land change and did not want to negotiate on the property with the FAA.
- The proposal did not follow the open space ordinance.
- Parking was a non-issue as the workers were supposed to be using Trax.
- This was a historic golf course.
- Please deny the petition and do not close open space.

Chairperson Ruttinger closed the Public Hearing.

MOTION [7:24:12 PM](#)

Commissioner Guilkey stated regarding PLNPCM2015-00357, Salt Lake City International Airport Rezone based on the overriding value of the open space that would be lost in this proposal, he recommended that the Planning Commission send a negative recommendation to the City Council for the proposed zoning map amendment. Commissioner Fife seconded the motion.

The Commission discussed and stated the following:

- What the property could be used for if the golf course were closed.
- The motion would show that the Commission values open space.
- The impact the proposal would have on the expansion of the airport and ongoing security issues at the airport was important.
- The Commission could recommend that the City Council consider mitigating the loss of open space.
- The Planning Commission was not making a political decision but was there to debate the soundness of the proposal.

Commission Dean called for the vote.

Commissioner Dean, Fife, Guilkey, Parades and Hoskins voted “aye”. Commissioner Bowen and Gallegos voted “nay”. The motion passed 5-2.

[7:27:24 PM](#)

Northwest Quadrant Master Plan - A request by Mayor Ralph Becker and the Salt Lake City Council to adopt a master plan for the Northwest Quadrant, an area of Salt Lake City that is bounded by the Salt Lake International Airport and I-215 on the west, SR-201 and the City boundary to the south, the city boundary (approx. 8600 West) on the west, and the City boundary on the north. The Northwest Quadrant Master Plan will establish policies for future industrial development in the area and identify natural lands that should be preserved. The Northwest Quadrant is located in Council Districts 1 represented by James Rogers and 2 represented by Kyle

LaMalfa. A copy of the draft master plan is available at www.slcgov.com/planning (Staff contact: Tracy Tran at (801)535-7645 and tracy.tran@slcgov.com.) Case number PLNPCM2009-00168

Ms. Tracy Tran, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). She stated Staff was recommending the Planning Commission continue the public hearing and allow Staff to continue to make changes to the document.

Ms. Siobhan Locke reviewed the public engagement and findings for the Master Plan.

The Commission and Staff discussed the following:

- If the support of open space included agricultural use.
 - Representatives for agriculture use and general open space protection expressed their concerns.
- If stronger language should be included in the plan regarding trails and bike ways.
 - The plan was to guide what the City did in terms of decision making however, the city is required to show trails in the master plan if they want to add any in the future.
 - The current language in the plan reflected public comments received, but seemed to conflict with the comments in the City's Bike and Pedestrian Plan.
 - Using terms such as restrict or shall, because it was a guiding document, would not hold the same type of authority if it were an ordinance.
- Where trails or bike paths should be located in the subject area.
- Directing the trails west in another area and not through the natural area and updating the various city master plans to reflect that change.

PUBLIC HEARING [7:51:31 PM](#)

Chairperson Ruttinger opened the Public Hearing.

The following individuals spoke to the petition: Mr. Wayne Martinson and Mr. Adam Von Monch.

The following comments were made:

- Plan was improving from previous drafts.
- Encouraged people to visit the Lee Creek Management area, west of 8800 West.
- Keep trails out of the natural open spaces and do not allow trails going west and north of the airport.
- Need to study allowing fill in 4,212 and 4,215 before letting it just happen.
- Restricting fill in 4,212 and 4,215 would be unreasonable restrictions of property owner's rights.
- The allowable fill heights vary depending on the data used to measure it.
- Should review fill applications on a case by case basis to determine if fill should be allowed in these areas.

The Commission asked Mr. Martinson the rational of not allowing a trail north and west of the airport if it was not in a natural area.

Mr. Martinson stated it was not in a natural area as defined by the Northwest Quadrant plan but it was a wildlife area and became a boundary issue.

Chairperson Ruttinger continued the Public Hearing.

The Commission and Staff discussed the following:

MOTION [7:55:31 PM](#)

Commissioner Gallegos stated regarding PLNPCM2009-00168, Northwest Quadrant Master Plan, he moved that the Planning Commission continue the public hearing, allow Planning Staff to make further changes to the document and bring the plan back to the Commission for further review. Commissioner Hoskins seconded the motion. The motion passed unanimously.

The Commission and Staff discussed the following areas for clarification:

- Move forward with restricting trails and bike paths in the natural areas and north and west of the airport.
 - Further study and coordination with the adjacent plans would be required.
- Studying the fill areas.
 - Staff will work with the wording and intent to address the concerns of the parties involved.
- If the Trails Plan needed to be amended.
 - If the plan was recommended with no trails in the natural areas, then Staff would propose the changes to the other plan. The Bike and Pedestrian plan had not been adopted yet therefore Staff would work with Transportation on the language.

[8:02:12 PM](#)

CBSDR and CB Zoning Regulations - Planning Commission briefing on proposed changes to Title 21A.36 - Community Business Zoning District and 21A.59 Conditional Building and Site Design Review of the Zoning Ordinance in relation to the criteria for additional building size, buffering requirements and other design elements as well as standards for review for projects that are required to go through the approval process outlined in Chapter 21A.59. (Staff contact is David Gellner at 801-535-6107 or david.gellner@slcgov.com). Case number PLNPCM2015-00636

Mr. David Gellner, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was asking the Planning Commission for input and direction on the petition.

The Commission and Staff discussed the following:

- Including zoning adjacent to subject parcels on the map.
- Recent examples of properties that have gone through the process for the Commission to view the end result.
 - Zoning, examples and massing can be given to help depict results.
- How parking was addressed in the standards.
 - Parking was not part of the CB standards.
- If applications were waiting to be approved for these types of projects.

[8:19:00 PM](#)

2015 Chair and Vice Chair Elections - The Commission will nominate and vote in a Chair and Vice Chairperson these individuals will serve in the positions from October 2015 to September 2016.

MOTION [8:21:56 PM](#)

Commissioner Gallegos nominated Commissioner James Guilkey for the position of Chair and Commissioner Andres Parades for the position of Chair. Commissioners Fife seconded the nomination. The motion passed unanimously.

Commissioner James Guilkey was elected as Chairperson.

Commissioner Andres Parades was elected as Vice Chair.

The meeting adjourned at [8:22:23 PM](#)

6. ORIGINAL PETITION



Zoning Amendment

☐ Amend the text of the Zoning Ordinance ☒ Amend the Zoning Map

OFFICE USE

Received By: <i>A. Anglin</i>	Date Received: <i>5/16/15</i>	Project #: <i>PLN/PCM2015-00357</i>
Name or Section/s of Zoning Amendment:		

PLEASE PROVIDE THE FOLLOWING INFORMATION

Address of Subject Property (or Area):

The requested zoning amendment area includes all of Salt Lake City Department of Airport's owned and Controlled Open Space Zoned land from the Airport's south border, (including the old north temple right-of-way area), south to the I-80 / TRAX Right of Way. The request is to change from the existing Open Space zoning and Community Commercial (CC) to A-Airport zoning.

Name of Applicant: Salt Lake City Dept of Airports (Allen McCandless)	Phone: (801) 575-2231
--------------------------------------------------------------------------	-----------------------

Address of Applicant:
Salt Lake City Department of Airports
776 N Terminal Drive
Salt Lake City, Utah 84122

E-mail of Applicant: allen.mccandless@slcgov.com	Cell/Fax: mobile: (801) 201-3994
------------------------------------------------------------------------------------------------------	-------------------------------------

Applicant's Interest in Subject Property: Airport Staff

☐ Owner ☐ Contractor ☐ Architect ☒ Other

Other: Name of Property Owner (if different from applicant):
--same

E-mail of Property Owner: --same	Phone: --same
-------------------------------------	------------------

☐ **Please note** that additional information may be required by the project planner to ensure adequate information is provided for staff analysis. All information required for staff analysis will be copied and made public, including professional architectural or engineering drawings, for the purposes of public review by any interested party.

AVAILABLE CONSULTATION

☐ If you have any questions regarding the requirements of this application, please contact Salt Lake City Planning Counter at (801) 535-7700 prior to submitting the application.

REQUIRED FEE

☐ Filing fee of \$953 plus \$119 per acre in excess of one acre,
☐ Text amendments will be charged \$100 for newspaper notice.

SALT LAKE CITY PLANNING

☐ Plus additional fee for mailed public notices.

SIGNATURE

☐ If applicable, a notarized statement of consent authorizing applicant to act as an agent will be required.

Signature of Owner or Agent:

Alan McCord

Date:

MAY 5, 2015

SUBMITTAL
REQUIREMENTS

Staff Review

1. Project Description (please attach additional sheets.)

- ☐
- ☐
- ☒ A statement declaring the purpose for the amendment.
- ☐
- ☐
- ☒ A description of the proposed use of the property being rezoned.
- ☐
- ☐
- ☒ List the reasons why the present zoning may not be appropriate for the area.
- ☐
- ☐
- ☒ Is the request amending the Zoning Map?
If so, please list the parcel numbers to be changed.
- ☐
- ☐
- Is the request amending the text of the Zoning Ordinance? **No**
If so, please include language and the reference to the Zoning Ordinance to be changed.

WHERE TO FILE THE COMPLETE APPLICATION

<i>Mailing Address:</i> Planning Counter PO Box 145471 Salt Lake City, UT 84114	<i>In Person:</i> Planning Counter 451 South State Street, Room 215 Telephone: (801) 535-7700
---------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

_____ I acknowledge that Salt Lake City requires the items above to be submitted before my application can be processed. I understand that Planning will not accept my application unless all of the following items are included in the submittal package.

April 21, 2015

Salt Lake City Planning Division
451 South State Street, Room 215
P.O. Box 145480
Salt Lake City, Utah
84114-5480

Salt Lake City Planning Division:

The Salt Lake City Department of Airports (SLCDA) is submitting a petition to Salt Lake City (City) to rezone approximately 412 acres of land from Open Space (OS) to A-Airport (A). Additionally this petition request includes a small parcel of Airport owned property currently zoned Community Commercial (CC) located at the northeast corner of the subject site. The subject site is located immediately south and adjacent to A Airport zoned property that includes the Airport's terminals, taxiways, runways, roads, and associated airport facilities.

Background

The requested zoning amendment area includes all of Salt Lake City Department of Airport's owned and controlled Open Space zoned land from the Airport's south border south to the I-80 / TRAX Right of Way. This includes the old North Temple right-of-way areas and other remnants without a zoning classification. The request is to change the existing Open Space and Community Commercial zoning to the A-Airport zoning classification. This zoning amendment would place all Airport runways, taxiways, and associated facilities under the City's Airport zoning classification.

Historically this area was obtained for Airport use with FAA funding. Several FAA grants were issued to the Salt Lake City Airport from approximately 1951 through 1979 for land purchase of this area. Since 1946 the FAA has administered three grant programs for development of airports. The FAA issued grants from the Federal Aid to Airports Program (FAAP, 1946 to 1970), Airport Development Aid Program (ADAP, 1970 – 1982), and Airport Improvement Program grants (AIP, 1982 to present). Salt Lake City Airport land acquisition in this area was accomplished under all three of these FAA grant programs.

The Airport campus was in the Salt Lake City's M-1 light industrial zoning district prior to 1995. During the April 1995 City-wide zoning re-write

(Ordinance 26 of 1995), the subject area was rezoned from the existing M-1, C-2 commercial, and C3A general business activity controlled 15 ft setback zoning to the current OS zoning. In 1995 the OS zone was applied to the Wingpointe golf course as well as to other golf courses and open space throughout the City. Airport land east of the golf course was also changed to OS zoning at this same time. Land east of Wingpointe currently contains established airport facilities.

Statement declaring the purpose for the amendment

Please refer to the attached letter dated July 3, 2013 from Randall S. Fietz, Director of Airport Compliance and Management Analysis, U.S. Department of Transportation, Federal Aviation Administration to Mr. David Everitt, Chief of Staff, Salt Lake City Corporation (**see Attachment 1**). Please refer to page 2 of this letter under the heading, "Wingpointe Golf Course:" Following a Federal Aviation Administration (FAA) audit, corrective actions are required by the FAA compliance review of the Salt Lake City Department of Airports. The audit findings state that, "The City would make reasonable efforts to rezone the property to allow aeronautical uses over the next five years." This submittal for a rezoning is in response to the FAA's audit findings outlined in the July 3, 2013 letter.

Description of the proposed use of the property being rezoned

Please refer to the drawing (**Attachment 2**) showing the area being proposed for the zoning amendment and referred to as the subject site. The subject site is located in the general vicinity of 3500 West and north of Interstate 80. The total acreage of the zoning amendment includes approximately 412 acres. The subject site is bounded by the International Center on the west, Interstate 80 along the south, Airport property on the north, and 2400 West Street on the east. The site is currently under ownership of the Salt Lake City Department of Airports and shown as owned by Salt Lake City Corporation on the County records.

There are varying land uses within the subject site. The Wingpointe Golf Course occupies the west portion of the site. The total fenced golf course area including the pond and water channels occupies approximately 192 acres. In addition to the golf course, there are several important operational airport facilities on land to the east of the subject site (**see Attachment 3**). These airport facilities include a deicing chemical storage building, airport information antenna, remote transmitter receiver (RTR), low level wind shear alert system (LLWAS), service roads, bike and pedestrian trail, runway lights, runway navigational lights and associated aircraft navigation equipment, and an automated surface observing

system (ASOS). An Airport information technologies building is located in the northeast corner of the subject site being used by the IT staff. The Surplus drainage canal bisects the subject site as shown in attachment 3. The subject area also contains all the associated utilities and communication equipment supporting the existing airport facilities.

The subject site contains the runway protection zones (RPZ) at the south end of the Airport's four runways. These are represented on attachments 2 and 3 as trapezoidal shaped areas. The RPZ's are established in these configurations as required by the Federal Aviation Administration (FAA). The RPZ's are established off from the runway ends to enhance the protection of people and property on the ground. These areas are established by the FAA and are to remain clear of objects.

List the reasons why the present zoning may not be appropriate for the area

The Airport District (A) special use district would allow the Airport to develop future aeronautical related uses where the current OS zone does not. The OS zone only allows open space uses. The City's OS zone has restrictions in place that do not allow aviation related uses or future facilities to be developed. The OS zone only allows very limited uses as specified in section 21A.32.240 table of permitted and conditional uses for special purpose districts. Most of the Airport's available space has been utilized and the subject area will be needed to support anticipated future growth of the Airport. The application of the A-Airport zoning district would allow the Airport to expand required facilities under the management of the Airport's Executive director. The Airport is actively studying the subject area for short, medium, and long term airport related needs.

A very small area of Community Commercial exists on the northeast corner of the site. This site is currently being used by the Airport for a telecommunication site and offices. This proposal includes changing the zoning from Community Commercial to Airport District (A).

In the short term, the subject area could be used for temporary parking and truck parking area to support the Terminal Redevelopment Program construction. At the peak of construction activity, it is anticipated that there will be a need for approximately 2,000 additional parking spaces to accommodate parking for trade workers as the terminal, concourses, roads, and parking structure are constructed. Additionally an area is needed to accept truck deliveries to the Airport before they are unloaded at the construction sites. There are no suitable areas remaining to support this size of construction activity.

In the medium to long term, the Airport is approaching capacity for the

employee and passenger surface parking lots. These parking lots will need to expand as numbers of flights and passengers increase with time. It is likely the subject area will be needed to provide space for additional permanent surface parking. Other aeronautical uses may also be appropriate for this area such as an airport business park, and aviation related uses.

Recommendation

It is respectfully requested that the subject site be rezoned from the existing Open Space zone and Community Commercial (northeast corner of the subject site) to A-Airport district. This zoning amendment also includes the area of the old North Temple Street that passes east/west through this same area, and other unassigned zoning areas shown on the zoning map. This action would place the main part of the Airport property under the A-Airport zoning district.



U.S. Department
of Transportation
Federal Aviation
Administration

Airport Compliance and Management Analysis

800 Independence Ave., SW
Washington, DC 20591

July 3, 2013

Mr. David Everitt
Chief of Staff
Salt Lake City Corporation
451 South State Street, Room 306
PO Box 145474
Salt Lake City, UT 84114-5474

Dear Mr. Everitt:

Thank for your February 4 letter, concerning the corrective actions proposed to the Federal Aviation Administration's (FAA) compliance review of Salt Lake City Department of Airports (DOA). The items sent were in response to our request for additional information and modifications of the original corrective action plan submitted by the City on August 2, 2012. We appreciate the fact that your letter recognizes the City's full commitment to implement corrective actions for violations of FAA's Policy and Procedures Concerning the Use of Airport Revenue (Revenue Use Policy).

Your responses to the five findings indicated, in part:

West Jordan Soccer Field: The City will allow the initial term of the soccer field to run its course through October, 2025, but the City will not allow West Jordan to exercise an option for a second, 20-year term.

Land Swap/Easement: The City's General Fund, subject to annual appropriation, will reimburse the DOA \$983,943.19 (\$912,656 plus statutory interest of \$71,287.19) over a 10-year pay period on the following schedule (which accounts for accumulating interest on the unpaid balance):

	Principal	Accumulated Interest	Total
7/01/13	\$94,047.33	\$9,839.43	\$103,886.76
7/01/14	\$94,987.81	\$8,898.96	\$103,886.76
7/01/15	\$95,934.68	\$7,949.08	\$103,886.76
7/01/16	\$96,897.06	\$6,989.70	\$103,886.76
7/01/17	\$97,866.03	\$6,020.73	\$103,886.76

7/01/18	\$98,844.69	\$5,042.07	\$103,886.76
7/01/19	\$99,833.14	\$4,053.63	\$103,886.76
7/01/20	\$100,831.47	\$3,055.29	\$103,886.76
7/01/21	\$101,839.79	\$2,046.98	\$103,886.76
7/01/22	\$102,858.18	\$1,028.58	\$103,886.76
Total	\$983,943.19	\$54,924.46	\$1,038,868.65

The DOA will annually certify to the FAA that these amounts have been properly withheld from the DOA's payments to the General Fund for city services rendered to the airport system.

Boeing Lease: Based on the appraised fair market value of the subject property, Boeing will pay a rental rate of \$0.27/sf for the "Premises" lease, effective January 1, 2013. If Boeing exercises its options on the "Land Bank" or "additional property" over the next five years, Boeing will be required to pay the appraised fair market value of \$0.23/sf. These lease rates will be updated every five years to reflect then-current appraised value in conjunction with Boeing's options to renew the lease.

Wingpointe Golf Course: The City would make reasonable efforts to rezone the property to allow aeronautical uses over the next five years. The DOA would amend the existing MOU so that the MOU expires on December 31, 2017 (instead of June 30, 2087) and, effective July 2, 2013 (the start of the next fiscal year), require the City, subject to appropriation, to reimburse the DOA for its costs (currently about \$55,000/year) for maintaining security, managing wildlife and otherwise ensuring that the use of the property as a golf course does not impair the use of Salt Lake City International Airport (SLC) as an airport.

The MOU would also be amended to provide if, as of December 31, 2017, the property is not needed for aeronautical use, the MOU may be extended for an additional 5-year term, but only if the City pays the DOA the current appraised fair market value rent for the golf course. The City has agreed to the following annual payment schedule, subject to appropriation:

	Annual Payment
FY 2014	\$55,000
FY 2015	\$60,000
FY 2016	\$65,000
FY 2017	\$70,000
7/17-12/17	\$37,500

Cost Allocation Plan: As recommended by the FAA, the DOA's internal auditor will review the City's cost allocation plan on an annual basis.

Based on your responses, FAA has agreed to your corrective action plan. However, you noted that both payments for the Golf Course and Easement are subject to annual appropriations. We understand the DOA's annual budget is subject to City Council approval and that the City is committed to resolving the findings. However, failure to not appropriate

these annual payments could place the DOA in noncompliance with Federal law. Sanctions for noncompliance can include:

- Withholding of future and existing grants;
- Withholding approval of an application to impose a passenger facility charge;
- Federal court action; and
- Civil penalties as stated in FAA's Revenue Use Policy.

In an effort to alleviate FAA's concerns over the "subject to annual appropriations" language, the Executive Director of SLC provided a plan to formalize the repayment for the Golf Course and Easement. It states that if the City's golf course enterprise fund does not make the proposed rental payments, the City will close the golf course and return it to the Airport. For the Easement, the City will include the payments in the City's nondepartmental budget schedule, where it will be described as "10 Year Plan – Airport Trail Reimbursement Required by FAA Corrective Action Plan." The DOA believes that this expressly shows the City's full commitment to making the scheduled payments and inclusion in the non-departmental budget will formalize the obligation.

FAA will continue to monitor the lease arrangements and/or repayments for the Golf Course, Boeing, and the Soccer Field. In the future, please submit copies of supporting documentation to the FAA on an annual basis for the payments made to the DOA for the Golf Course and Easement. In addition, we fully expect the DOA and the City to fulfill its promises with regard to the proposed current and future lease modifications.

Should you have any further questions, please contact David Duchow at (202) 493-4604.

Sincerely,



Randall S. Fiertz
Director of Airport Compliance
and Management Analysis

cc: ☒ Maureen Riley, Executive Director, SLC
☒ Scott Lewis, Anderson & Kreiger, LLP.
☒ John Bauer, Denver Airports District Office
☒ Joelle Briggs, Northwest Mountain Airports Division

