

CITY OF NORTH SALT LAKE
PLANNING COMMISSION MEETING
MAY 12, 2020

FINAL

This meeting was held electronically via Zoom. The host site was located at 10 East Center Street in North Salt Lake.

Commission Chair Ted Knowlton called the meeting to order at 6:33 p.m. and Kent Kirkham led those present in the Pledge of Allegiance.

PRESENT: Commission Chair Ted Knowlton
Commissioner Stephen Garn
Commissioner Kent Kirkham
Commissioner William Ward
Commissioner Brandon Tucker
Commissioner BreAnna Larson
Commissioner Alisa Van Langeveld

STAFF PRESENT: Sherrie Llewelyn, Community Development Director; Andrea Bradford, Minutes Secretary.

OTHERS PRESENT: Dee Lalliss, resident; Will Hopkins, Jonathon Gardner, GB NSL Industrial.

1. PUBLIC COMMENTS

There were no public comments.

As the applicant for GB NSL Industrial was not yet present, Chair Knowlton reordered the agenda.

2. REPORT ON CITY COUNCIL ACTIONS ON ITEMS RECOMMENDED BY
PLANNING COMMISSION

Sherrie Llewelyn reported that the City Council approved the plat amendment for The Ridge Phase 2 as well as a plat amendment for the Sahara Redwood Condominiums. She said the City Engineer was working on the bond estimate for the trench needed for The Ridge development.

3. APPROVAL OF MINUTES

The Planning Commission meeting minutes of April 28, 2020 were reviewed and approved. **Commissioner Larson moved that the Planning Commission approve the minutes from April 28, 2020 meeting. Commissioner Garn seconded the motion. The motion was approved by Commissioners Knowlton, Garn, Kirkham, Ward, Tucker, Larson and Van Langeveld.**

4. CONSIDERATION OF A SITE PLAN APPROVAL FOR AN ONLINE RETAILER/DISTRIBUTION FACILITY AT 989 WEST CENTER STREET, GB NSL INDUSTRIAL, LLC JONATHON GARDNER, APPLICANT

Will Hopkins commented that he works for Okland Construction and will provide what information he could, until the developer Jonathon Gardner joins the meeting.

Sherrie Llewelyn reported that the Planning Commission approved the conditional use permit for this distribution facility on March 24, 2020. She said the applicant was now requesting site plan approval. Mrs. Llewelyn showed a map with the location of the property and explained it is zoned General Commercial (CG). The use “Electronic Shopping & Mail Order House” is listed as a conditional use in the CG Zone. Gardner Batt will own this property and building and will lease the facility to the online sales and distribution company. The proposed facility will specialize in “last mile” delivery of customer orders from delivery stations.

Sherrie Llewelyn said the packages will be shipped to the facility from fulfillment centers for customer delivery. She showed the site plan to those present and the access from Redwood Road. Mrs. Llewelyn explained that the haul trucks will enter the property solely from the access from Redwood Road that will be constructed across the newly acquired Kelly property. The packages will then be unloaded, sorted in the building based on zip codes, and then loaded into delivery vans that are operated by delivery service partners or personal vehicles. She showed where the delivery vehicles will park, queue, and be loaded with packages.

This facility will operate 24/7 with most of the sorting done in the early morning when the line haul trucks arrive with customer packages. Line haul trucks will deliver packages to the facility each day, primarily between the hours of 10 p.m. to 8 a.m. Associates will then sort the packages by routes, place the packages onto movable racks and load the packages into the delivery vans primarily between 12:30 AM and 11:00 AM.

The first “wave” of drivers will arrive at a delivery station at approximately 10 a.m. to pick up their delivery vans. The drivers will then load their delivery vans and depart to deliver packages directly to customers. Each delivery wave will take about 20 minutes to load and depart. As a wave of drivers prepare to depart, a new wave of drivers then queue and prepare to load their delivery vans. The last wave of drivers will depart the delivery station around 12:30 p.m. Delivery vans will depart the delivery station between 10 a.m. and 12:30 p.m. and return between 7:30 p.m. and 9:30 p.m.

Sherrie Llewelyn reported that the proposed facility will be approximately 201,000 square feet with approximately 2,577 square feet of dedicated office space, 8,942 square feet of assembly area, and 189,583 square feet of warehouse space. The building will have primary access from Center Street for employee parking and for delivery van deployment. All large truck deliveries will be made per the secondary access from Redwood Road that will be shared with the Kimball Retail Development. The second access will be located at the midpoint between the traffic signals at Center Street and the I-215 interchange. She explained that this was an ideal intersection for a traffic signal in the future if the traffic volumes warranted a light there. The Kimball investment group and the City have acquired the Kelly property for private access. A copy of the recorded ingress/egress agreement with the Kimballs will be required for this project.

On-site parking has been provided for both the employees and the delivery van area. The parking provided exceeds the minimum requirements for the office space and warehouse uses. Pedestrian access has been provided within the parking areas that are greater than 75,000 square feet as required by the code. There will also be a pedestrian walkway that will extend all the way to Center Street. The developer will work with UTA on obtaining a bus stop in that location. The north parking lot will have 352 stalls and the east/west parking lots will have 1,134 stalls for a total of 1,486 stalls. The minimum required ADA parking stalls is 8 and the proposal has 10 stalls in the north parking area. There will be 15 stalls for semi-truck loading at the south loading dock, 160 loading stalls for van and delivery vehicles adjacent to both the east and west side of the building. The minimum requirement under the code is 210 parking stalls, thus the applicant has well exceeded this with the proposal for 1,486 stalls.

Sherrie Llewelyn then presented the landscape plan, which included 40,500 square feet of turf area and 410,150 square feet of planter areas with native grasses, planted shrubs, rock mulch and 248 trees. This equates to 10.35 acres or approximately 18% of the site. An additional 3.3 acres will remain in native vegetation. Tree buffers and landscaped berms are to be planted along the western property lines to buffer the van parking areas from view of the Legacy Trail. Parking lot trees are included internal to the parking areas as well, with the exception of the van parking areas where the required islands for every 20 spaces has been waived in favor of additional perimeter trees. Additional trees and manicured landscaping along Center Street exceed the minimum required. The total trees to be planted on the site will be 248. The developer has also agreed to dedicate an additional 12' of right of way along Center Street to the City for any future widening necessary by other development in the area. One small section of Center Street will be widened at this time to accommodate a center turn lane into the western most entrance. This will also require a small section of the trail to be relocated a few feet south of the new curb. The city engineer has received a traffic study, which demonstrates that no additional improvements to Center Street or Redwood Road are required by this project. The engineer is currently working with the traffic engineer on some minor clarifications to the report. An addendum has also been submitted which demonstrates the possible impact of additional retail development along Redwood Road on the remaining portion of the Kimball properties when developed.

Sherrie Llewelyn showed the proposed exterior elevations and said the architecture met all of the standards of the design criteria related to horizontal and vertical articulation with recesses, parapets and covered entryways. The materials will be tilt up concrete that will be painted and finished to meet the requirements. The building will be 46 feet in height, which is under the maximum height limit of 60 feet. The west and east sides of the building will have lean-to structures to provide coverage from the weather for the purpose of loading the delivery vans.

The applicant has submitted corrected drawings in response to staff redlines. The planning redlines have been satisfied and the city engineer will verify that his redlines have been satisfied. The Development Review Committee (DRC) recommends approval with the conditions that a street light be required at the new intersection with Redwood Road, recordation of an ingress/egress agreement for this property across the Kimball property, which was the Kelly property, to Redwood Road and the verification of completion of engineering redlines.

Sherrie Llewelyn explained that Kimball group had purchased the Kelly property and will be cleaning and redeveloping the property for retail use.

Commissioner Kirkham commented that it is nice for the developer to donate 12 feet for additional right of way and wanted to know if there is sufficient area for a bus stop at that location. Sherrie Llewelyn replied that there is a shoulder there, which will accommodate a bus stop in that location. She said from her understanding the only route in that area ran east to west as a one-way route. Mrs. Llewelyn said riders will have to cross Center Street to access the bus, which is why she has reached out to UTA in the event they wanted to revise the route in the area.

Commissioner Van Langeveld asked about the 12 foot right of way dedication and if the existing trees and landscaping will be removed if the road was widened in the future. Sherrie Llewelyn replied that those closest to the curb will be removed and replaced.

Commissioner Van Langeveld asked about the proposed businesses on Redwood Road. Sherrie Llewelyn showed a map of the Kelly/ properties and said the existing buildings will have to be removed for redevelopment.

Jonathon Gardner, Gardner Batt, praised City staff for being the best with processes and procedures during this project. He said they anticipated breaking ground shortly with a completion date in approximately one year.

Commissioner Kirkham asked if there will be operations prior to completion of the facility. Jonathon Gardner replied that they will get to a point of general completion and then the contractor will vacate the premises to allow the tenant 5 to 6 weeks for installation of interior equipment and finishes prior to operations commencing.

Sherrie Llewelyn commented that the 5 to 6 weeks will include installation of racking and equipment. Jonathon Gardner said it will also include the installation of technology and staging to begin operations.

Commissioner Van Langeveld commented that as this facility will be in operation 24 hours a day and asked if the noise from the semi-trucks, particularly when backing up, will be disruptive to the nearby residential. Jonathon Gardner responded that they did perform a noise report and found that they were far enough from residential that it should make zero impact. He said they could perform further research on the noise from the semi-trucks.

Sherrie Llewelyn said that she had reviewed the proximity of the loading docks to the nearest residents and said they were 2,500 feet away. She said she was unsure of how far the noise will carry but that the loading docks were on the other side of the 201,000 square foot building from the residential, which will most likely buffer any sound.

Commissioner Van Langeveld asked if the backup noise could be disabled on the trucks as she felt that the sound may travel. Sherrie Llewelyn felt that the noise will not leave the property nor could it be disabled on the truck. She said if the noise was disabled that the driver could face violations related to OSHA compliance.

Chair Knowlton asked if the primary employee entrances could be shown on the site plan. Jonathon Gardner replied that the employees will access the site from the north and said there was an entrance off Center Street into a dedicated employee parking lot. The vans will also enter off Center Street.

Sherrie Llewelyn showed the employee entrance and the customer pickup area on the map which were on the north side and faced Center Street.

Chair Knowlton commented that he did not see bus travel on Center Street west of Redwood Road for a long time, if ever. He said that if people chose to take transit to the work site that they will have to get off on Redwood Road and walk down Center Street. He said the City should review the walking route along Center Street to ensure it was safe. Sherrie Llewelyn said there was a bus route, which went down Center Street and through Foxboro onto Redwood Road.

Sherrie Llewelyn then mentioned that the company had a large investment in electric vehicles and chargers for their vans. She confirmed that an employee with an electric vehicle could park in these stalls when the company vans were not being charged.

Commissioner Larson clarified that the correct address for the facility was 989 West Center Street.

Commissioner Garn moved that the Planning Commission recommend to the City Council the approval of a site plan for the NSL GB Distribution Facility at 989 West Center Street with the following condition(s):

- 1) A street light will be required at the new intersection with Redwood Road per the newly adopted Redwood Road Street Light Standard;**
- 2) Recordation of an ingress/egress agreement for this property across the Kimball property to Redwood Road; and**
- 3) Verification of completion of engineering redlines.**

Commissioner Kirkham seconded the motion. The motion was approved by Commissioners Knowlton, Garn, Kirkham, Ward, Tucker, Larson and Van Langeveld.

Sherrie Llewelyn commented that City staff were back at City Hall but only open to the public by appointment.

5. ADJOURN

Chair Knowlton adjourned the meeting at 7:15 p.m.



Signed on behalf of Ted Knowlton, as approved
Chair

Recorder

Secretary