

## Zoning Amendment Project Description

**Address A:** 357 East 500 South, Salt Lake City, UT 84111

Parcel No. 16-06-405-025

Legal Description: Commencing at the Southeast corner of Lot 2, Block 35, Plat "B", Salt Lake City Survey and running thence West 7.5 Rods; thence North 193.4 feet; thence East 7.5 rods; thence South 193.4 feet to the place of beginning.

**Address B:** 375 East 500 South, Salt Lake City, UT 84111

Parcel No. 16-06-405-019

Legal Description: Commencing at the Southeast Corner of Lot 1, Block 35, Plat "B", Salt Lake City Survey and running thence West 165 feet (South 89°45'41" West 165 feet per county); thence North 82.5 feet (North 00°14'24" West 82.5 feet per county); thence East 165 feet (North 89°45'41" East 165 feet per county); thence South 82.5 feet (South 00°14'24" East 82.5 feet per county) to the place of beginning.

**Address C:** 464 - 466 South 400 East, Salt Lake City, UT 84111

Parcel No. 16-06-405-013

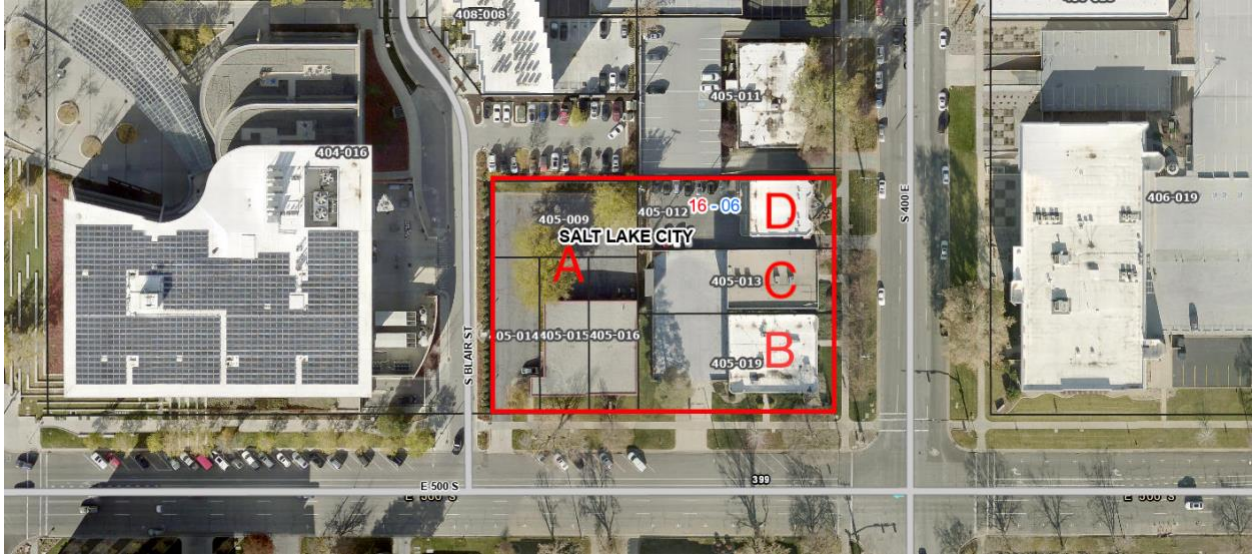
Legal Description: Commencing 5 rods North of the Southeast Corner of Lot 1, Block 35, Plat "B", Salt Lake City Survey and running thence North 54 feet; thence West 165 feet; thence South 54 feet; thence East 165 feet to the place of beginning.

**Address D:** 460 - 462 South 400 East, Salt Lake City, UT 84111

Parcel No. 16-06-405-012

Legal Description: Commencing 136.5 feet North of the Southeast Corner of Lot 1, Block 35, Plat "B", Salt Lake City Survey and running thence North 61.5 feet; thence West 165 feet; thence South 61.5 feet; thence East 165 feet to the place of the beginning.

Provided aerial with subject sites outlined in red.



### Statement of Purpose

It is proposed in this zoning amendment application that the zoning map be amended to change the subject property to the Transit Area District, Urban Center, Core zone (TSA-UC-C). The purpose of the zoning amendment is to allow for a more appropriate zoning given the location of the subject sites and its surrounding context. Amending the zoning map to include the subject sites in the TSA-UC-C zone complies with the Central Community Masterplan, provides more housing and higher density in a place where it is most appropriate and desperately needed, fits the purpose of the proposed zone, does not negatively affect neighboring uses, and meets the objectives outlined in Plan Salt Lake.

Central Community Masterplan: The subject sites are located within the Central Community and the Central City Neighborhood. They are located centrally between the University of Utah and the Central Business District along 500 South, a one-way Westbound thoroughfare leading directly past the City’s civic heart and on to Interstate-15 on-ramps. The proposed site is one of the most pedestrian- and transit-friendly sites in the Central City and the CBD periphery, with TRAX and bus stops within a minute’s walk, and most services available in the immediate vicinity. The over-arching goals of the Central Community Masterplan are livable communities and neighborhoods, vital and sustainable commerce, Unique and Active Plans, and Pedestrian Mobility and Accessibility. Amending the zoning map as proposed supports these broad goals of the masterplan. The proposed change would allow for the subject sites to contribute to a livable community and neighborhood at a scale that is appropriate and responsible.

Further, The Masterplan refers to sub-neighborhoods of the Central City Neighborhood split North-to-South at 400 South, but then states, “[t]he 500 and 600 South one-way couplets developed with the interstate construction encourage large volumes of traffic isolating the two neighborhoods.” The TSA-UC-C zoning is specifically well suited for the site’s sub-neighborhood and immediately abutting parcels and blocks, and for creating a consistent urban

form capable of weaving the neighborhood together across 500 south, both visually and in the urban pedestrian experience.

Provides More Housing: Salt Lake City and the Greater Salt Lake Area are in a housing crisis. We need more housing. This zone amendment would allow for the subject sites to provide more housing and higher density per acre at a time when it is desperately needed. This zone amendment doesn't solve that issue on a macro-scale, however, it would allow for more housing which would have an impact on all the individuals who would be able to get into a home in a location that they desire. More individuals will be able to find housing and it will assist in overall housing supply and attainability/affordability. Every little bit helps and will make a difference in the long-term. Further, the TSA-UC-C zone allows for responsible density, placing residents in homes in a mixed-use environment, in a place where those residents can access the City and Central City neighborhood with the fewest negative impacts.

Fits Purpose of Proposed Zone: According to the Zoning Ordinance, the Transit Station Area District's purpose is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential, and mixed-use development around transit stations. The site is located within a quarter mile of a UTA TRAX station (Library Square Station). Please refer to Attachment 1. Due to the proximity of the subject site to the Transit station, it would be appropriate to include the sites in the core area subsection. Additionally, neighboring properties on the block around the site are located within the TSA-UC-C zone. The subject sites fit the characteristics that are required for the TSA-UC-C zone. The proximity to transit and potential land use are appropriate for the zoning amendment.

Does Not Negatively Affect Neighboring Uses: By amending the zoning map to allow the subject site in the TSA-UC-C zone will not affect single-family neighbors because there are no single-family neighbors. The subject site is surrounded by commercial uses with the City Public Safety Building to the West, TSA-UC-C zoned mixed-use projects to the North, commercial uses to the East with zoning that allows for higher building heights than the subject sites, and commercial uses across the street to the South which zoning allows for building heights above that which is allowed on the subject sites. This presents that the possibility, that if zoning remains unchanged, the subject sites will actually become a "hole" in the urban landscape.

Meets Plan Salt Lake Objectives: Amending the zoning map meets Salt Lake City's objectives outlined in the city-wide vision, Plan Salt Lake. Amending the zoning map promotes sustainability by allowing for higher density which will provide more housing in a location that can support it. Based off the location, proximity to public transit, and amenities of the neighborhood, a higher density than is currently zoned can be sustainably supported in a way that many other locations could not.

Growth is one of Plan Salt Lake's Guiding Principles. The Plan states, " [g]rowing responsibly, while providing people with the choices about where they live, how they live, and how they get around." Amending the subject site's zoning allows for more individuals to choose where they live and how they get around. The subject site provides access to many forms of transportation with public transit (both TRAX and bus), automobile, bike, and foot. From this

site, a Central City Neighborhood resident can easily access day-to-day services, public institutions, and the wider City from all of these modes of transportation.

The Plan outlines Neighborhoods as a Guiding Principle. A key metric of Neighborhoods is amenities located within ¼ mile of households. This is a highly-amenitized neighborhood and would allow for more households to be located in a great neighborhood with close access to employment, groceries, retail, restaurants, professional services, civic and public institutions, and public transit, supporting the objectives outlined in Plan Salt Lake.

Housing is another Guiding Principle Outlined in Plan Salt Lake. The Plan states that it is important that a wide variety of housing types for all income levels are provided, providing the basic human need for safety, and responding to changing demographics. We are in a time of rapid growth and change in the Salt Lake area and housing is in incredibly high demand. Despite record levels of supply coming online in the market, it is not enough to catch up to the demand.

Another Guiding Principle of the Plan is Transportation. A key metric of Transportation is the number of housing units within ¼ mile of transit. This site contributes to that metric as it is located within ¼ mile of the TRAX Library Station. This accomplishes the goal of Transportation outlined in the Plan by supporting a transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, and provides real choices and connects people with places.

### **Description of the Proposed Use**

The proposed use would be more consistent with the TSA-UC-C zoning as it will allow for a mixed-use site that includes commercial, retail, and residential uses within a transit zone. The subject sites are within ¼ mile of a transit station (TRAX Library Station). By amending the zoning map, the site would allow for more housing units. Salt Lake City faces a housing crisis, and this amendment comes as a part of the solution; to provide more housing. As demonstrated above, the amendment to the zoning map would comply with the Central Community Masterplan, meet the objectives outlined in Plan Salt Lake, provide more housing when it is desperately needed, fulfill the purpose of the proposed zone, and fit into the neighborhood and surrounding area.

### **Reasons why present zoning may not be appropriate for the area**

The site is located within ¼ mile of a Transit station and therefore, a Transit Station Area Zone is more appropriate. Neighboring the subject site to the North are parcels zoned as TSA-UC-C, as all are proximate to the CBD as well as D-1 and other TSA-UC-C zones. Given the proximity to the transit station, the complementing uses and masses of the surrounding uses, and relative location of the subject site being situated close to the Central Business District, the civic heart of the City, and among the 400/500/600 South arterials, it would be most appropriate to include the subject site in the Transit Station Area District, Urban Center, Core Zone. It meets all the requirements and specifications.

The current zoning limits housing and density when housing is desperately needed. Most of the surrounding zoning allows for greater height and intensity of development, threatening to create a gap in the urban form by putting the built space on the site in a “hole”. Amending the zoning map would not have any negative impacts on neighboring uses as it would be similar and complementary in massing, scale, intensity and use. The proposed amendment complies with the

Central Community Masterplan and the City-wide Vision outlined in Plan Salt Lake. The subject site fits the requirements and purpose of the proposed zone. Based off these criteria, it is proposed in this Zoning Map Amendment Application that the zoning be amended. The proposed zone to which the subject site would be changed and zoning map would be amended to is Transit Area District, Urban Center, Core Zone (TSA-UC-C).

Attachments

Attachment 1

