

**PLANNING COMMISSION STAFF REPORT**  
**Legislative Item**



Planning Division  
Department of Community  
and Economic Development

**400 South Livable Communities**  
**Master Plan, Zoning Map and Text Amendments**  
**PLNPCM2010-00647**  
**April 25, 2012**

**Applicant:** Mayor Ralph  
Becker

**Staff:** Maryann Pickering  
801-535-7660 or  
maryann.pickering@slcgov.com

**Tax ID:** N/A

**Current Zone:** Various – see  
page 2 for current zoning map

**Master Plan Designation:**  
Various – see Attachment B

**Council District:** District 4  
represented by Luke Garrott

**Community Council:** Central  
City and East Central

**Lot Size:** N/A

**Current Use:** N/A

**Applicable Land Use**  
**Regulations:**

- List all applicable regulation citations

**Attachments:**

- Existing and Proposed Zoning Map
- Existing Master Plan Map Designations
- Proposed Zoning Text Amendment Changes
- Proposed Master Plan Amendment Changes
- Public Input

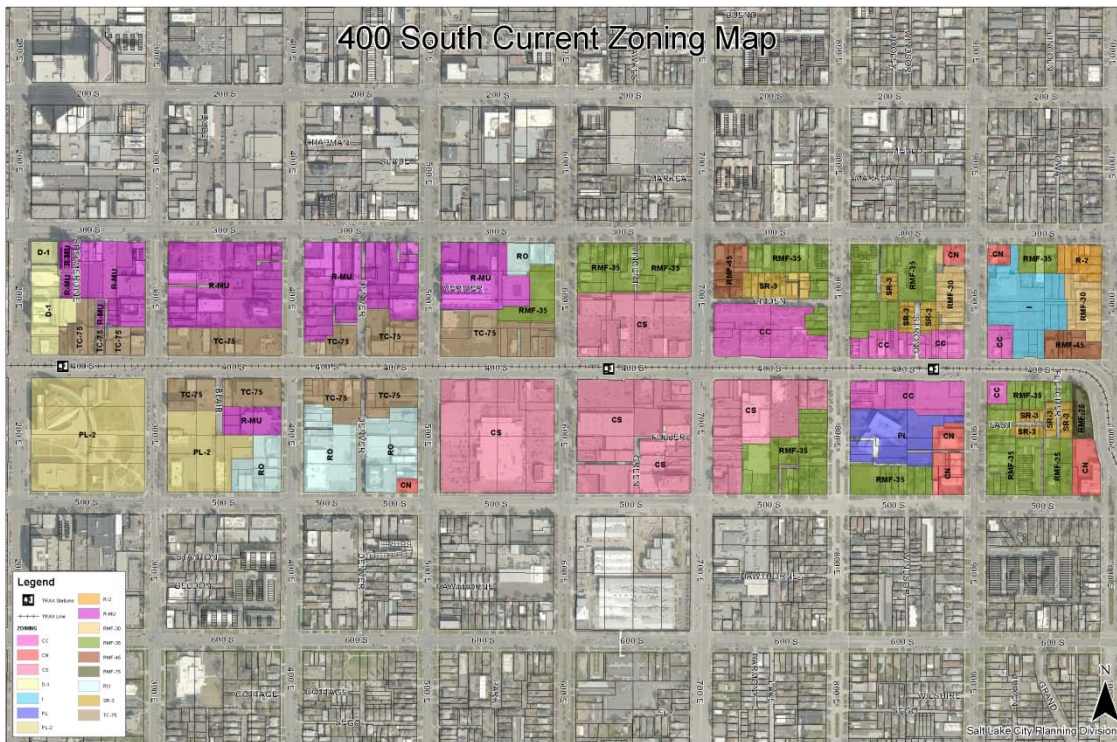
***Request***

A request by Salt Lake City Mayor Ralph Becker for an amendment to the Central Community Master Plan, Salt Lake City Zoning Ordinance and Zoning Map regarding transit station area plans along the 400 South transit corridor. The intent of the project is to implement livability goals for the corridor including land use policies and zoning that support mixed use development and transportation choices for current and future residents and workers. The Planning Commission is required to transmit a recommendation to the City Council for Master Plan and Zoning Map Amendment Requests.

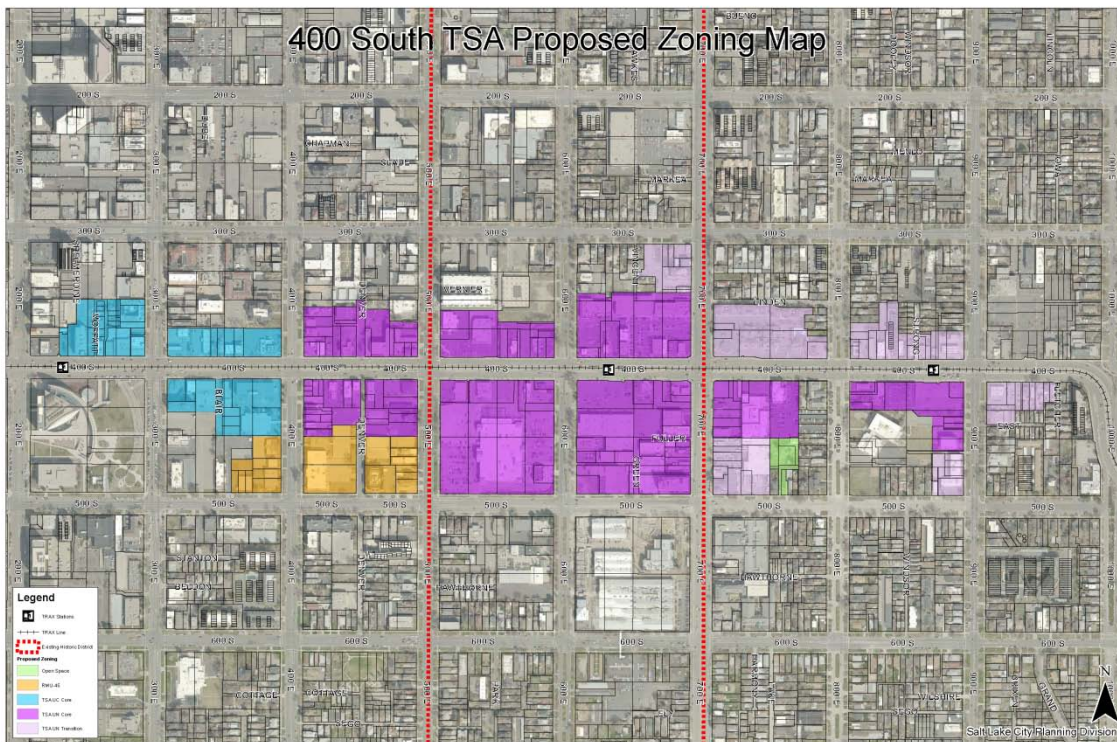
***Recommendation***

Discuss the proposed changes and continue the public hearing to a future meeting date.

# EXISTING ZONING



# PROPOSED ZONING



## **Background**

### **Project Description**

In the fall of 2010, the Community & Economic Development Department was awarded a matching grant from the Department of Housing and Urban Development (HUD) to undertake a planning process for a portion of the University TRAX line. The amount of the grant from HUD was \$22,620 with a commitment from the city to provide an additional \$10,000 in the form of staff resources for the project. The primary purpose of the grant was to reach out to individuals and groups who do not normally participate in the planning process and to determine if the existing policies and regulations were capable of fulfilling the goals listed below or if changes were needed:

- a. Provide more transportation choices.
- b. Promote equitable, affordable housing.
- c. Enhance economic competitiveness.
- d. Support existing communities.
- e. Coordinate policies and leverage investments.
- f. Value communities and neighborhoods.

Starting in March of 2011, Planning Division staff began working on a master plan amendment and rezoning project for the University TRAX line. Three stations were identified to be included as part of the rezoning process. Those stations are: Library, Trolley and 900 East.

In addition to the above, this project assists in the implementation of the Wasatch Choices 2040 Plan, which is a regional plan created by residents, businesses, and other stakeholders to manage future growth in the region by focusing it on certain nodes, particularly those where transit facilities already are in place. Further, Planning Division staff felt that this area needed to be studied for a potential change at the current zoning because despite the current zoning of Transit Corridor District (TC-75), very little private investment has been made in the area since the TC-75 zoning was created in 2005 and existing zoning east of 600 East was not consistent with the Central Community Master Plan.

### **Public Notice, Meetings and Comments**

The following is a list of public meetings that have been held related to the proposed project. A summary report that contains comments from most of the public meetings can be found on the projects webpage at <http://www.slcclassic.com/CED/planning/400South/>.

- Community Council meetings held on the following dates:
  - Central Community – April 6, 2011 and March 7, 2012.
  - East Central Community – May 12, 2011 and March 8, 2012.
  - Comments and notes can be found in attachment E.
- Community Workshops held on the following dates:
  - Salt Lake City Main Library – May 19, 2011  
*Approximately 5,400 owners and tenants within a ½ radius of the three transit stops by a postcard mailed to their address. Various flyers were posted throughout the area also.*

- Salt Lake City Main Library – October 3, 2011  
*An email notice was sent through the listserve and also to anyone who had attended the first community workshop.*
- Trolley Square – February 29, 2012  
*Approximately 1,350 postcard notices were mailed to the owners and occupants whose property was proposed to be changed or was located within 300 feet of a property proposed to be changed for the February and March open houses.*
- Planning Division Open House – March 15, 2012
- Comments and notes can be found in attachment E.
- Stakeholder and Community Organization Meetings on the following dates:
  - University of Utah Transportation Meeting – June 27, 2011
  - YWCA – July 7, 2011
  - Refugee Services – July 21, 2011
  - Property Owner/Developer – August 10, 2011
  - Odyssey House – August 26, 2011
  - East High School AP US Government Class – April 11, 2012
  - Several requests were made to Bennion Elementary school about having a presentation. The school was not interested in having a presentation.
- Public comments have been left on the project’s webpage during the course of May 2011 up until today.
- Various one-on-one meetings with local community members who have requested a meeting.
- Planning Commission briefing on March 29, 2012.
- Historic Landmark Commission briefing on April 5, 2012. The purpose of the briefing was to introduce the overall project to the Historic Landmark Commission and to obtain their feedback on the proposed zoning map and Central City Historic District boundary changes. There was much discussion about the former and it was decided by staff that it this time it would be best to only change the zoning in the historic district for properties that are located along 400 South and a few along 700 East/300 South. The Commission also had concerns about the potential height of buildings in the historic district. Staff has scheduled a follow up meeting to present further information and graphics regarding the proposed changes in the Central City Historic District.

In addition to the above public meetings or workshops, the item was placed on the City’s webpage in the ‘Open City Hall’ section and various comments were made about the project. The summary report from Open City Hall is included in Attachment E as well as the emails and letters we have received since the project was first introduced last May.

Notice of this public hearing for the proposal includes are noted below. A second public hearing will be held in ensuring all notification requirements are met and to give every affected property owner the opportunity to address the Planning Commission.

- Public hearing notice posted in newspaper on April 13, 2012.
- Public hearing notice posted on City and State websites on April 12, 2012.
- Public hearing notice emailed to the Planning Division listserve on April 12, 2012.

### **City Department Comments**

Only three comments were received from pertinent City Departments / Divisions. The Planning Division has not received comments from the applicable City Departments / Divisions that cannot reasonably be fulfilled or that warrant denial of the petition.



## **Master Plan Findings**

### **Findings**

The City does not have specific standards for Master Plan Amendments. The Central Community Master Plan already includes a section on transit oriented development (TOD) and most of the corridor within the study area has a TOD future land use designation. The purpose of reviewing the Master Plan was to insure that the vision for the corridor was still valid, identify what transit oriented development means for the corridor and make necessary modifications to strengthen the vision identified during the public process.

In considering an amendment to the Central Community Master Plan as part of the 400 South Livable Communities project, Planning staff also analyzed the following documents related to land use:

- Salt Lake City Futures Commission Report (1998)
- Salt Lake City Urban Design Element (1990)
- Salt Lake City Community Housing Plan (2010 – currently under review by City Council)
- Salt Lake City Transportation Plan (1996)
- Central Community Master Plan (2005)
- Wasatch Choices 2040 (2011)

### **Salt Lake City Futures Commission Report**

The Salt Lake City Futures Commission report is a citywide document that is general in nature. It includes a number of recommendations grouped by category. Those relevant to the project include:

- Arts and Culture
- Built Environment
- Economics
- Natural Environment
- Neighborhoods
- Social Environment

This document recommends providing adequate public spaces that are equipped to handle gatherings of various sizes at different locations throughout the City. Providing live/work space for artists is also recommended. The 400 South Livable Community Station Area Plans recommends a broad range of housing types, including live/work units near the light rail stations.

The Built Environment section identifies a number of key recommendations that are relevant to the 400 South Livable Communities Station Area Plan. Assertion A states:

*“An integrated transportation system, including alternative modes of transportation such as pedestrian ways, bicycles, mass transit, freight vehicles and personal automobiles ensure the enjoyable movement of people and products within the City.”*

The Station Area Plans identify all these modes of travel and recognize the importance of effectively managing each mode. The success of each area depends on the efficient movement of people and goods.

Assertion B creates a hierarchy upon which urban design should be based:

1. Focus on the needs of the pedestrians and bicycles first;
2. Focus on mass transit second; and
3. Focus on the automobile third.

This section continues by saying: “public transit systems such as light rail are user friendly and designed with the pedestrian in mind; and all citizens have access to public transit within 1,200 feet of their homes.” By strategically focusing future growth and development around transit stations, current and future residences and workers will have better access to transit.

This section introduces the importance of design and mentions that high aesthetic standards, integrating urban design and building design, having streets with character and unique neighborhoods contribute to a more livable City and nurture a strong community. The Station Area Plans include a number of policies and strategies that attempt each of the assertions in the Built Environment section.

An important aspect of the Futures Commission report is identifying that all people have a stake in the planning and building of the City. From the beginning of the planning process for 400 South, Planning Division staff has intended for this plan to be based on community input, especially from those who are traditionally under-represented in the planning process. The broad participation that was received in this process is an important aspect of the plan and important to the long term success of the plan. It should be noted that the Planning Division set a goal of engaging at least 200 people as part of the outreach project with at least 60 participants being from groups who are traditionally under-represented in the planning process. The Planning Team exceeded this goal. While the numbers are modest, they establish a baseline for future planning activities in the City and hopefully a turning point in how the City engages its residents, property owners, business owners, and service providers.

The Economics section of the Futures Commission report identifies that planning and zoning are important economic development tools. Many of the policies, strategies and key projects are aimed at promoting economic development along the corridor to support the business community, enhance the neighborhoods, project the City’s tax base, and improve the economic condition of the neighborhoods along the corridor and the City as a whole. Other parts of the Economic Development section discuss:

- Light rail being critical to the transportation system as well as improving air quality; and
- Promoting housing and mixed use development throughout the City.

The Natural Environment section focuses on air and water quality, solid waste management, open space, and gateways. The 400 South Livable Communities Station Area Plans addresses these issues by promoting compact development that uses less land and provides people with options on how they move, where they live, and where they shop, dine, work and play. The plans also allow for the creation of new open spaces.

Neighborhoods are the backbone of any city and the neighborhoods along 400 South are no exception. Preserving the neighborhoods in the area provide a foundation for future development in the area. With the anticipated growth in Salt Lake City, future development and residential density should be strategically located so that the existing neighborhoods are preserved. By concentrating new development near the existing transit stations, the City can adequately provide services to new development and preserve the neighborhoods at the same time. Providing a range of housing options

helps to create diverse neighborhoods and provides people with different need options as to where they live.

The Social Environment section defines itself as “everything in our society that improves our lives, expands our minds, and helps us to be healthy, caring, educated and productive citizens”. This section has recommendations related to promoting community involvement, expanding recreational opportunities, and addressing issues that impact our community. The station area plans project on some of these principles and has had an extensive public involvement process. Providing adequate housing for people with different needs, providing transportation options and enchaining our open spaces and access to our trail system improves our community.

### **Salt Lake City Urban Design Element**

The purpose of the Urban Design Element is to define urban design objectives for the City and illustrate a process for making decisions regarding the City’s future character. To that end, the Urban Design Element recommends a number of policies and strategies. A key strategy is to recognize that land use intensities and building heights should reflect relationship between the district that they are located within and adjacent neighborhoods and their respective role in the City. The document also states “indiscriminate high rise construction outside of the downtown core adversely affects the strong downtown development concentration characteristic of the City.” The station area plans recognize this concept by limiting building height to a level that transitions from the core of a stations down towards existing neighborhoods. In addition, the building height complements Downtown by having lower building heights and continues the downward progression of building height between Downtown and the 900 East Station while allowing adequate development potential to accommodate future growth within the corridor. The Urban Design Element lists many other policies and strategies that are relative to 400 South and addressed in the station area plans, including:

- Allowing individual districts to develop in response to their unique characteristics within the overall urban design scheme for the City;
- Treat building height, scale and character of significant features of a districts image;
- Ensure that features of building design such as color, detail, materials and scale are responsive to district character, neighborhood buildings and the pedestrian;
- Maintain a pedestrian-oriented environment at the ground floor of buildings;
- Introduce pedestrian-oriented elements such as landscaping, sidewalk lighting, pedestrian oriented building and site design into neighborhood commercial centers;
- Use street spaces, patterns and rhythms to unify the image of a district;
- Preserve prominent view corridors and city vistas. Prominent land forms, buildings and monuments should remain clearly visible as city landmarks. Special attention should be given to the design of building adjacent to prominent streets and vista corridors.
- Encourage pedestrian walkways networks that connect individual buildings, blocks, groups of blocks and entire districts; and
- Require new buildings to respect the pedestrian elements of the street.

The 400 South Livable Communities Station Area Plans provide additional guidance for land use decisions and includes policies which complement the Urban Design Element. The Station Area Plans provide more focus of the urban design concepts because there are specific urban design policies related to each station area.

## **Salt Lake City Community Housing Plan**

The goal of the Community Housing Plan is to enhance, maintain and sustain a livable community that includes a vibrant downtown integrated with surrounding neighborhoods that offer a wide range of housing choices, mixed uses and transit oriented design. The key concepts addressed in the Housing Plan include:

- Foster and celebrate the urban residential tradition;
- Respect the character and charm of predominantly residential districts, including those with historic character and qualities, while also providing opportunities for the provision of local goods and services easily accessed by neighborhoods;
- Promote a diverse and balanced community by ensuring that a wide range of housing types and choices exists for all income levels, age groups, and types of households;
- Develop new housing opportunities throughout the City;
- Ensure that affordable housing is available in all neighborhoods and not concentrated in a few areas of the City;
- Emphasize the value of transit-oriented development, transit accessibility and proximity to services;
- Recognize that residents, business owners, and local government all have a role to play in creating and sustaining healthy neighborhoods;
- Create an appropriate balance of rental and ownership opportunities in neighborhoods without jeopardizing an adequate supply of affordable housing; and
- Strongly incentivize or require the use of green building techniques and sustainability practices in public and private housing developments.

The Station Area Plans include a number of policies that support the above concepts. The development concepts identified in the station area plans include a major focus on creating a range of housing options for people with different housing needs. The plan also discusses preserving existing housing in existing neighborhoods.

## **Salt Lake City Transportation Plan**

The Salt Lake City Transportation Plan includes policies related to all forms of transportation, including automobile, mass transit, pedestrians, and bicycles. The plan correctly identifies the important link between transportation and land use and provides the following relevant direction for future land use:

- Salt Lake City will preserve and enhance residential communities within the City which allow residents to live, work and play in the same area;
- Salt Lake City will explore opportunities to increase residential and destination densities at major bus and rail transit nodes along transit corridors;
- Salt Lake City will promote development that is transit, pedestrian and bicycle friendly.

The Station Area Plans are consistent with this direction and aim at providing opportunities for land use to support mass transit and vice versa. The transportation plan provides direction for increasing the number of bicycle lanes within the City and maintaining those lanes to a high standard. The Station Area Plans indicate that finer grain network of bicycle paths and trails will be warranted as the station areas develop over time and bicycle use increases. While 400 South may not be able to provide all modes of transportation in a safe and convenient manner, it should be viewed as a portion of a network, with nearby parallel streets providing other opportunities, particularly for bicyclists.



## **Central Community Master Plan**

The Central Community Master Plan was adopted in 2005. It identifies and discusses transit oriented development corridors along 400 South and notes transit oriented development districts create a walkable environment that encourages residents and employees to use modes of transit rather than the automobile. The Station Area Plans will implement that vision for the community that has been in effect for some time.

## **Wasatch Choices 2040 Plan**

The Wasatch Choices 2040 Plan is a four county vision for land use and transportation in the future. Although not an officially adopted plan of the City, it includes many of the same goals discussed in the plans listed above and helps identify Salt Lake City's role in the region and the state. The plan states "over the coming years, the Wasatch Front is expected to annually add a population comparable to the city of Murray, or about 34,000. Growth in our region is largely inevitable; over two-thirds of this population will come from our children and grandchildren. Our challenge is to preserve or even enhance quality of life in the face of growth." With this statement in mind, the plan contains specific principles and objects for transportation planning, some of which are noted below.

- Optimize use and maintenance of existing infrastructure.
- Promote compact development consistent with market demand.
- Encourage contiguous growth to reduce infrastructure expenses.
- Develop a balanced, multi-modal transportation system.
- Coordinate transportation with regional employment, housing, educational and activity centers.
- Encourage future commercial and residential areas within close proximity of each other to reduce travel distances.
- Encourage a balance of jobs and housing in each part of the region to reduce travel distances.
- Support actions that reduce growth in per capita vehicle miles of travel.
- Make land-use and transportation decisions based on comprehensive understanding of their impact on each other.
- Encourage land use and housing policies to accommodate the need for a variety of housing types throughout the region.
- Encourage housing and other development near transit to maximize the efficiency of the public transportation system.

The 400 South Livable Communities Station Area Plans provide additional guidance for land use and transportation policies noted above. The station area plans recognize the growth will be occurring over the next several years and that compact development that utilizes existing investments in infrastructure is the best way to approach the increase.

## **Master Plan Summary**

The proposed 400 South Livable Communities Station Area Plans are generally consistent with the policies and guidelines of the listed city and regional wide plan along with the adopted Community Master Plan. The Station Area Plans provide finer detail, are more specific to geographic areas and provide adequate guidance on future land use decisions. It is critical that future zoning be compatible with the Station Area Plans, reflect the communities' vision for each station area and can provide the necessary flexibility, processes and regulations to produce desired development. The plans provide for appropriate height, densities, and land use intensities in various geographic sections along the corridor.

These policies are important to achieve the City's goals of environmental, economical and socially sustainability as well as ensure the large public investment in infrastructure along 400 South is effective in revitalizing this area of the city and providing for the needs of the residents, business community and other stakeholders in the area.

## ***Zoning Amendments Analysis and Findings***

### **Background**

Prior to 2005, the majority of the 400 South Corridor was zoned in a manner that promoted auto oriented development. The CC Commercial Corridor zoning district was mapped from about 250 East to 900 East. Some CS Community Shopping zoning was mapped on the 600 East blocks of 400 South. This zoning district was reflective of the development patterns that were created as cities, including Salt Lake City, planned around and for the private automobile. With the construction of the University Light Rail Line, the City acknowledged that the zoning in the corridor should be changed. In 2005, the City adopted Transit Corridor Zoning (TC-75) between 250 East and 600 East. For various reasons, no changes were made east of 600 East despite the Central Community Master Plan identifying the area as Transit Oriented Development on the Future Land Use Map. One of the goals of this project was to revisit the zoning along the corridor, particularly east of 600 East and work with stakeholders to identify the issues and formulate a plan and zoning modifications to implement the vision identified. Based on the public process and staff analysis, the proposal is to utilize the Transit Station Area Urban Neighborhood east of 400 East and Transit Station Area Urban Center west of 400 East.

A majority of the properties proposed to be changed are Transit Corridor District (TC-75), Moderate Density Multi-Family Residential (RMF-35) CS Community Shopping and CC Commercial Corridor. There are a few other zoning designations throughout the corridor. All of these existing zoning districts are considered Euclidian based zoning districts, which are based off of the theory of separating incompatible uses. However, due to new technology, building techniques and societal norms, certain segments of the population desire to live in mixed-use neighborhoods where only the most impactful types of uses are not allowed. From an environmental and public expenditure standpoint, the City encourages mixed use development. In order to implement the vision identified in the Station Area Plans by the Planning Division staff, the current zoning designations were reviewed and found that those existing zoning districts were not capable of implementing the station area plans. Even the more recently approved TC-75 for the corridor has not seen any reinvestment in the neighborhood. Therefore, Planning staff determined that the Transit Stations Area (TSA) zoning designations that were already part of the zoning ordinance were the best designations to implement the vision of transit oriented development and mixed use projects.

The TSA zoning regulations are intended to regulate the physical form of buildings and how they relate to transit, the street, public spaces, adjacent buildings, and adjacent neighborhoods. Less emphasis is placed on use. A table of prohibited uses lists those uses that are not allowed. All other uses would be permitted.

Design and Development Standards can be found within the existing TSA zoning district. These are regulations that are required of all projects. These include items such as building setbacks, height requirements, parking locations, and minimum design requirements such as first floor glass, the location of doors and entrances, etc.

Instead of using the traditional permitted and conditional uses to determine review and approval processes, the proposed ordinance intends to incentivize new development and redevelopment through a

series of Development Guidelines. These Guidelines include a value which is based on several factors, including the importance of that guideline towards implementing the policies of the station area plans or other adopted policies and goals of the City and the cost to include specific guidelines in a project. Each project is reviewed and assigned a Development Score. The Development Score is the sum of the values assigned to each Development Guideline.

Following the Guidelines is voluntary and is not required for any project. However, proposed projects will be reviewed based on the value of the Guidelines the applicant chooses to incorporate into the project. A series of thresholds have been identified to guide the process. Those projects that choose not to include any of the Guidelines or that choose to only include a minimum number (Tier 1) will be processed following the existing Conditional Building and Site Design Review process. Those projects that obtain a Development Score within Tier 2 will be processed using the Administrative Hearing process already authorized in the Zoning Ordinance. Projects that are assigned a Development Score in Tier 3 will be processed as over the counter projects after the Development Score is assigned. Tier 3 projects are deemed to be the most compliant with the vision for a specific station area. Because the vision, urban design framework, policies and strategies were developed in an extensive public process, public participation process is put at the beginning of the development process, instead of as a reaction to individual developments. The premise behind the tiered process is that desirable development, as indicated in the station area plans, should be easier to realize than less desirable development.

Additional regulations are required for any development that exceeds five acres. The primary purpose of this is to ensure that circulation and connectivity issues are addressed. The design of an internal circulation system and connectivity points to public rights of way are subject to approval from the Transportation Division. This would not be a departure from our current review process, but would provide guidance to developers in terms of what is expected.

The Development Guidelines were developed as part of the TSA rezoning process for the North Temple or Airport TRAX line corridor. They are a collection of design and development concepts that were either identified through the planning process or were already identified as a policy or goal of the City in a Policy document that applies to the area or the City as a whole. Each guideline includes a description of what is desirable, images that are to be used as examples, and a way to measure how the guideline has been implemented. For example, the Design Guideline for Density and Intensity of use includes specific density qualifications (number of dwelling units per acre), building height measures (reaching a certain percentage of the permitted building height) and floor to lot area ratios to determine if a project complies with the Design Guideline and whether it can count towards the Development Score.

The overall goals of the proposed zoning ordinance are:

- Put public participation up front in the planning process, instead of as a reaction to individual developments.
- Make it easier for desirable development to be processed.
- Create options for applicants in terms of how they design their project and how they want to be processed.
- To have the option of predefined outcomes.

## **Zoning Text Amendment**

The proposed changes as part of this petition to the existing zoning text found in Chapter 21A.26.078 are

minimal. The TSA zoning district has been part of the zoning ordinance for a few years now. Several projects along the North Temple/Airport TRAX line have been reviewed with these standards and staff has found that few changes are needed.

One of the changes proposed to be made are some general clean up of some typographical errors that have been found in the chapter. Other changes include adding specific standards for the 400 South Livable Communities corridor as there are some different types of development adjacent to the street where the light rail is located. The biggest change is new language that ensures an additional setback is in place whenever a project in a TSA zoning district is adjacent to a low density residential or open space zoning district. Staff felt that this additional setback is necessary to protect the existing neighborhoods from new development and to allow adequate light and solar access.

The table of prohibited uses has been rearranged so that it is more consistent with other terms in the zoning ordinance. Some uses have been added to the table as it has been evaluated by staff that additional uses were necessary in order to maintain more transit and not automobile, oriented uses within all TSA zoning districts.

### **Zoning Map Amendment**

The purpose of the zoning map amendment is to put the regulations in place that will guide new development and redevelopment towards implementing the 400 South Livable Communities Station Area Plans. The proposed zoning map amendment would follow the station area boundaries identified in the station area plans.

The primary concerns with any large scale zoning map amendment are the potential impacts it has on existing businesses and property values.

This ordinance does not impact existing businesses. All existing businesses that are listed as prohibited uses would be considered legal, nonconforming land uses. These uses are allowed to continue operating. These uses will become subject to zoning ordinance section 21A.38 Nonconforming Uses and Non-complying Structures. Under this section, non conforming uses are authorized to continue. There are specific regulations that govern the moving, enlarging or altering of nonconforming uses of land and structures. If destroyed by fire, earthquake or other natural disasters, a nonconforming use would be allowed to occupy a new building on the site. The most impacted land uses are those that include drive through windows, gas stations, and auto service types of uses. Those uses are all either permitted or conditional under the current zoning. They will be prohibited in the proposed ordinance.

In most cases, the development potential of land east of 600 East will increase. The development potential is based on what can be done with the property under existing zoning regulations. This will vary depending on the existing zoning and the proposed zoning. Typically, a property with more development potential will have a higher property value. The zoning of a property does impact the real estate value of the property. When other market influences are considered, it is difficult to determine the long term impact on property values. However, it is not anticipated that changing the zoning of these properties will, by themselves, decrease property values. Properties west of 600 East are mostly zoned TC-75, which permits buildings up to 75 feet in height and allows building up to 125 feet as a conditional use. The proposal reduces the conditional height in the Urban Neighborhood areas to 75 feet and 90 feet in the Urban Center neighborhood. Projects in the Urban Center areas that meet certain thresholds may add up to two additional stories of building height.



The impact of taller and more intense development has been raised as a concern, although it has not been as big of a concern as anticipated. Regardless, the boundaries of the Core and Transition Areas were drawn after considering many factors. The primary factor was the proximity to a transit platform. The Core Areas are all relatively close to a platform, while Transition Areas are further away. The Transition Area was created in order to step down development height and intensity as it gets closer to existing low density residential neighborhoods. Streets, which are typically 132 feet wide in most areas along 400 South, were used as boundaries where possible. As stated in the zoning text amendment sections, regulations requiring an increased setback when adjacent to residential zoning districts are included as an additional protection to the impacts of height and intensity. In addition, increased setbacks have been incorporated when a TSA designated property is located adjacent to a street which is less than 50 feet in width and includes certain residentially zoned property.

## **Findings**

### **21A.50.050 Standards for general amendments.**

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.

**A. In making its decision concerning a proposed text amendment, the city council should consider the following factors:**

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

**Analysis:** In reviewing the station area plans, several adopted master plans were considered, including the Urban Design Element, the Salt Lake Futures Commission Report, the Central Community Master Plan, and the Wasatch Choices 2040 Plan. The City's adopted Housing Plan and Transportation Plan also call for the type of development supported in the station area plans. The analysis of the station area plans indicated that they were generally consistent with these plans or explained a change in policy to those plans.

**Finding:** The proposed zoning text changes are consistent with the goals and policies identified in the companion station area plans and several other adopted master plans.

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

**Analysis:** The proposed changes enhance an existing chapter of the zoning ordinance, with a specific purpose statement. The general purpose statement of the zoning ordinance is to promote the health, safety, morals, convenience, order, prosperity and welfare of the present and future inhabitants of the City. In addition, the zoning ordinance is intended to lessen congestion in the streets, secure safety from fire and other dangers, provide adequate light and air, classify land uses and distribute land development and utilization, protect the tax base, secure economy in government expenditures, foster the City's industrial, business and residential development and protect the environment.

**Finding:** The proposed zoning ordinance furthers the specific purpose statements of the zoning ordinance.

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

**Analysis:** The existing zoning ordinance includes a statement that any applicable overlay zone supersedes the standards in the proposed ordinance. This section is not proposed to be modified as part of this petition. This is particularly relevant to the Central City Historic District, which includes 400 South between 500 and 700 East. Although the proposal includes changing the base zoning from TC-75 and CS in this area, the properties within the Historic District would still be subject to the H Historic Overlay regulations.

**Finding:** The existing zoning ordinance is consistent with the purposes of any applicable overlay zoning district.

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

**Analysis:** The proposed changes continue to represent a new approach to zoning for Salt Lake City. This approach recognizes the value and importance of community input, the needs of developers and establishes an opportunity for the City, through private investment and development, to promote sustainable development practices, increase the housing stock, promote the business community, increase the use of alternative forms of transportation and improve public spaces.

**Finding:** The proposed changes continue to show how Salt Lake City is one of the few cities in the nation to implement this type of zoning, rather than the traditional Euclidean zoning that is widely used.

**B. In making a decision to amend the zoning map, the city council should consider the following factors**

**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;**

**Analysis:** In reviewing the proposed zoning map changes, several adopted master plans were considered, including the Urban Design Element, the Salt Lake Futures Commission Report, the Central Community Master Plan, and the Wasatch Choices 2040 Plan. The City's adopted Housing Plan and Transportation Plan also call for the type of development supported in the station area plans. The analysis of the station area plans indicated that they were generally consistent with these plans or explained a change in policy to those plans.

**Finding:** The proposed zoning map amendments are consistent with the goals and policies identified in the station area plans and several other adopted master plans.

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

**Analysis:** The proposed zoning map amendment includes provisions for reducing the impact new development may have on existing areas. The boundaries of the proposed zoning district correspond to the boundaries in the station area plans. The station area plans identify the vision for what the areas around the transit stations should look like, how they work, what types of uses there are, etc. The existing character of the subject areas differs from what is identified in the long term vision for the area. Therefore, the important aspect to consider is the impact on those areas that are adjacent to the proposed zoning district boundaries.

**Finding:** The proposed zoning map amendments further the specific purpose statements of the zoning ordinance.

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

**Analysis:** The proposed amendment would affect those properties that are within the boundaries of the TC-75, CS, CC and RMF-35 zoning districts by rezoning some of these properties to TSA-UC and TSA-UN. The proposed zoning district would decrease some of the development potential of some properties and for others only increase it slightly. However, this should not be viewed as an adverse impact because the proposed regulations that allow similar or decreased scale development are consistent with what was identified through the public planning process as desirable development. As properties redevelop, there will be instances where a new project is considerably larger than what may be adjacent to it. The adverse impacts are more relevant where the proposed zoning district is adjacent to an area that will not be rezoned and has smaller mass and scale regulations than the proposed ordinance. The proposed ordinance contains provisions to reduce the impacts in these situations, such as increased setbacks than what currently exists, stepping of certain setbacks as the building height increases and more design standards than the current zoning requires. The intent of the proposal is to allow more building density and intensity along 400 South and step that density and intensity down as one moves closer to lower density residentially zoned areas.

**Finding:** The proposed zoning map amendment will have a minimal affect on adjacent properties due to the proposed zoning district containing provisions to reduce to impacts of the scale and mass of potential adjacent development.

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

**Analysis:** The proposed zoning map amendment is consistent with the purposes of any applicable overlay zoning district. The proposed zoning ordinance includes a statement that any applicable overlay zone supersedes the standards in the proposed ordinance. The Historic Preservation Overlay District is the only district within the boundaries of the proposed map amendments. Because the H Historic Preservation Overlay District

applies, the Historic Landmark Commission has the authority to approve the overall design of new construction and major additions when they occur between 500 East and 700 East and they have the authority to modify certain bulk and mass regulations to insure that the proposals do not negatively impact the historic character of the Historic District.

**Finding:** The proposed map amendments will be consistent with any existing or future overlay district within the boundaries of the changes.

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.

**Analysis:** The project area is located within areas that are already served by public facilities and services. However, the proposed ordinance does increase the development potential of the area in some instances and decreases it others. Population, employment and household projections for the corridor indicate an increase in all three categories. These projections were done under the current zoning regulations. The capacity of the road is not anticipated to be greatly impacted, at least initially, due to the change in zoning. The desired type of development and the development promoted by the proposed ordinance is considered transit oriented development, which can reduce the need to use private automobiles. Other measures in the ordinance create incentives, primarily through a quicker review process, for other measures that reduce the energy use of new buildings, storm water runoff, and other sustainable measures. The proposed ordinance has been routed to other Departments and Divisions for comments. No comments were received that would indicate that the City would not be able to serve new development.

**Finding:** There appear to be adequate facilities in place to serve the boundaries of the proposed project.

### ***Commission Options***

The proposed 400 South Livable Communities Station Area Plans project is a reflection of the community's vision for 400 South. The creation of the plan was done with the intent of incorporating major themes identified through the public process. Once these items were identified, a series of best practices that were applicable to the community's vision were incorporated into the plan to guide future development in a manner that can help turn the community vision into reality. While there are many options in terms of how to address land use, the draft station area plans represent the preferred option of the community and Planning Division staff. Other options are:

- Make no changes to the existing master plan and development regulations and allow development to continue in the manner that it currently is;
- Make consistent changes that would apply to the entire corridor; and
- Make limited changes to 400 South to the areas closest to the light rail stations.

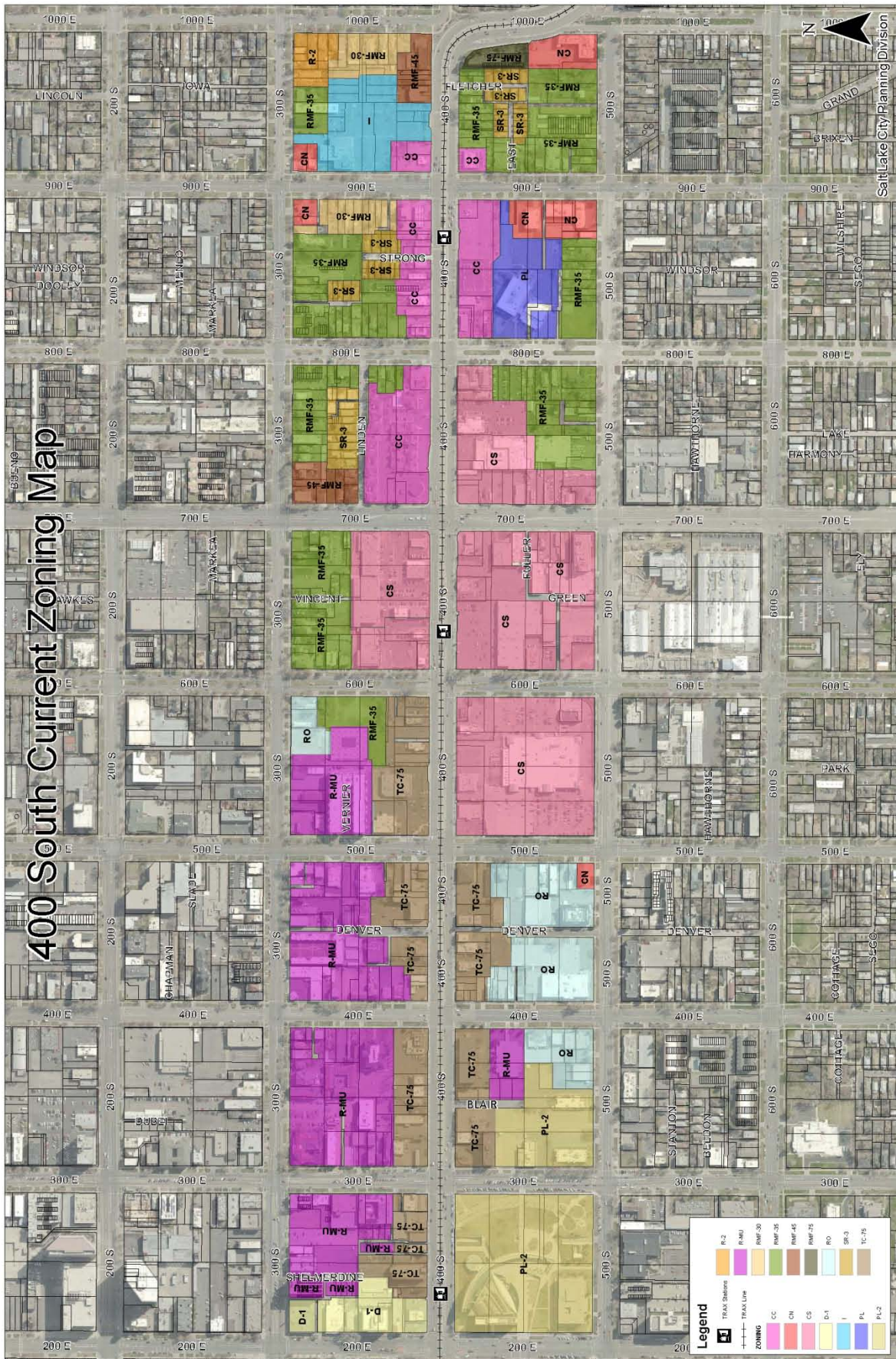
After analyzing the comments from the community, the desire for a different type of development along 400 South eliminated the option to make no changes. If the proposed station area plans are not adopted,



the existing policies and regulations would remain in effect. Community input and existing conditions indicate that there are unique situation and characteristics area each station and that a one size fits all approach could not capitalize on the unique assets at each station. Making limited changes near the station areas would not provide enough land area to accommodate future projected growth.

# **Attachment A**

## **Existing and Proposed Zoning Map**



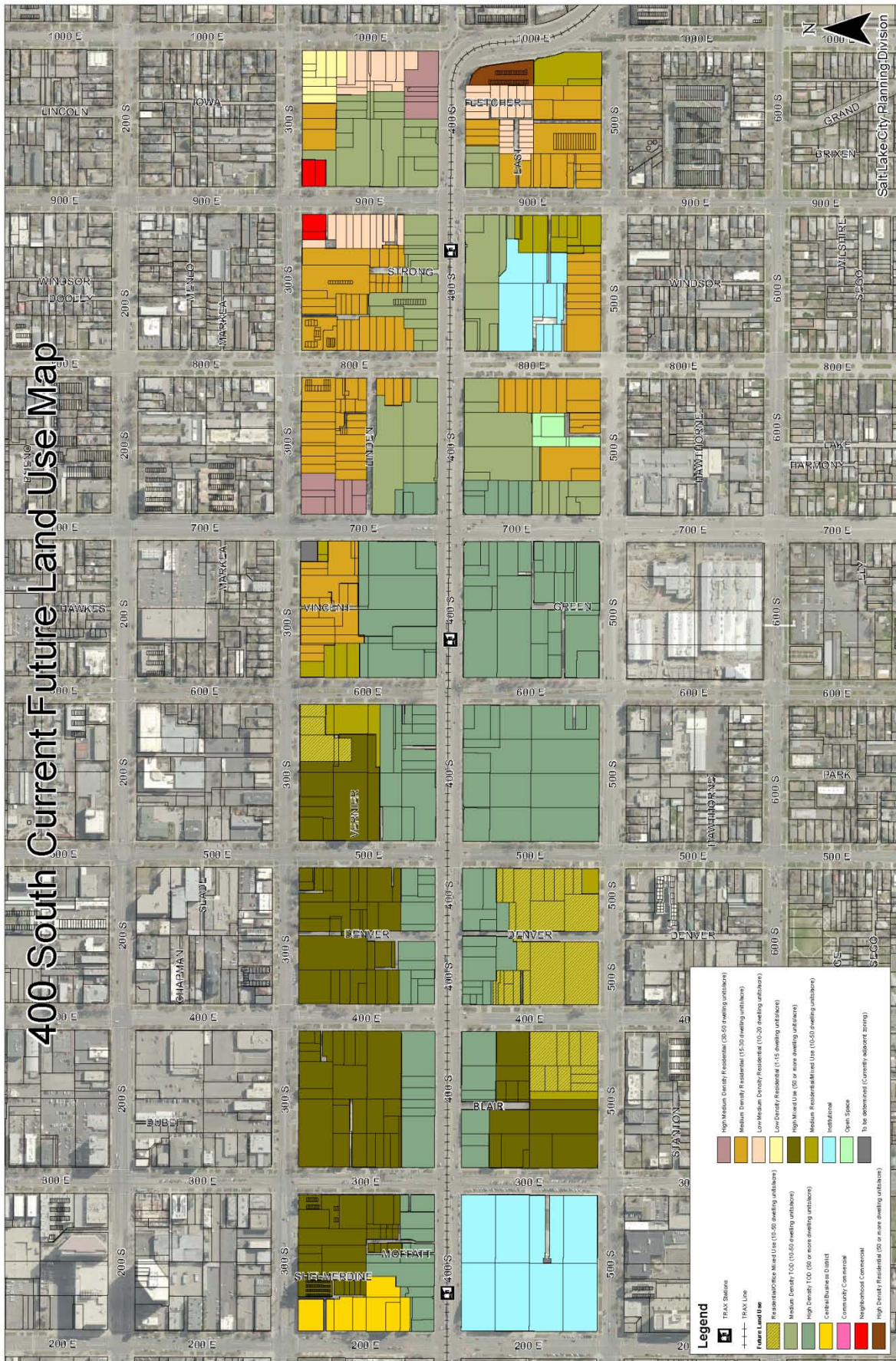




# **Attachment B**

## **Existing Master Plan Map Designations**





# **Attachment C**

## **Proposed Zoning Text Amendment Changes**





**21A.26.078: TSA TRANSIT STATION AREA DISTRICT:**

A. **Purpose Statement:** The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.

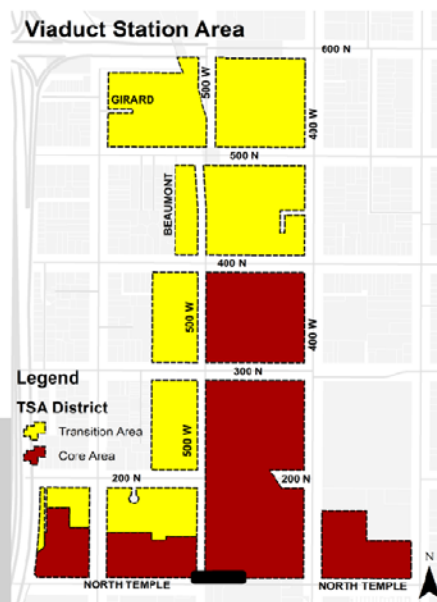
1. **Core Area:** The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a one-fourth ( $\frac{1}{4}$ ) mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.
2. **Transition Area:** The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas are generally located within a one-half ( $\frac{1}{2}$ ) mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is ten (10) dwelling units per acre. Commercial uses may include office, retail, restaurant and other





commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. Each station area typically will include a core area, where the most intense development will occur, and a transition area, which is intended to create a buffer area between the core and those areas with generally lower intensities and densities. Prior to classifying a transit station into a specific type, a [station-area specific area](#) plan must be adopted by the city council prior to applying this zoning district to a geographic area. Only those stations that have an adopted [station-area](#) plan [that is supported by the regulations in this section](#) will be classified. [Refer to the official Salt Lake City Zoning Map to determine the zoning of the land within each station area.](#)
1. Urban Center Station ([TSA-UC](#)): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. The intensity level of the area is characterized by a twenty four (24) hour population, active streetscapes, defined street walls and the presence of multiple types of public transit or as a node where several rail transit lines converge. Development generally occurs on vacant parcels or through redevelopment of underutilized parcels. The station area has a compact, dense, interconnected and walkable development pattern. Large scale development occurs closer to the station platforms; and is scaled back as it gets closer to less intense areas. Building forms vary, but are typically oriented to the pedestrian, are multiple stories in height, and contain a horizontal and vertical mix of land uses. Buildings up to ten (10) stories in height are allowed in the core, while buildings in the transition zone are approximately half that size. The station area contains a number of regional attractions, such as destination retail, employment, dining and entertainment and a high level of pedestrian activity. A variety of dense housing options exist. Development includes civic amenities, such as public gathering places. Uses that help implement the vision for the station and that area commonly found in an intense urban area are appropriate. The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station, [and the Library Station.](#)

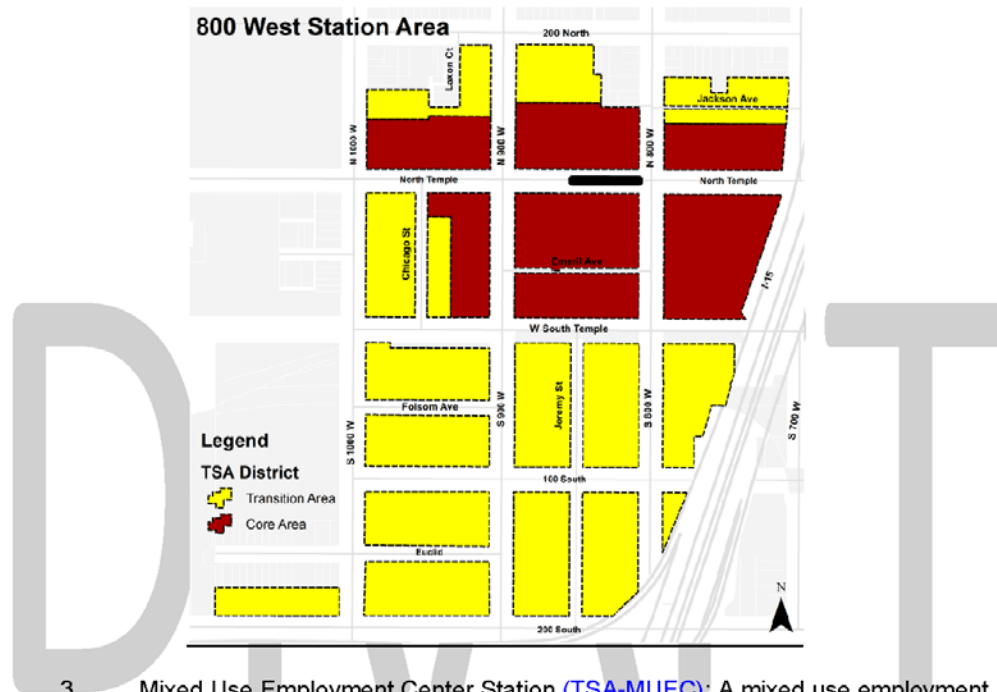


- Urban Neighborhood Station ([TSA-UN](#)): An evolving and flexible development pattern defines an urban neighborhood station area. Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial changes may add density and intensity in compact building forms that blend in with the residential character of the area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape. A mix of building types are possible, ranging from single use structures to mixed use buildings. Residential uses are generally located above the first floor, although they can be located on the ground floor in certain situations. The highest residential densities and most intense land uses are generally located closest to the station platform. Urban neighborhoods are served by at least two (2) forms of transit, including light rail and bus service. The uses serve the surrounding neighborhood with nearby destinations and have the potential to attract people from other neighborhoods.

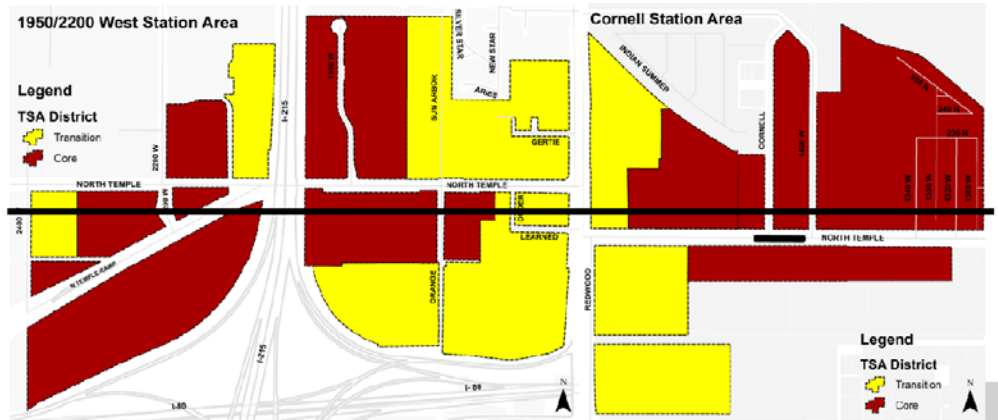
In some urban neighborhood station areas, a linear development pattern along commercial streets that intersect the transit corridor defines a neighborhood main street. Neighborhood main streets are approximately two (2) blocks long, with two (2) 4-story buildings located close to the sidewalk. The ground floors of buildings are typically occupied by active uses, such as retail or restaurants.



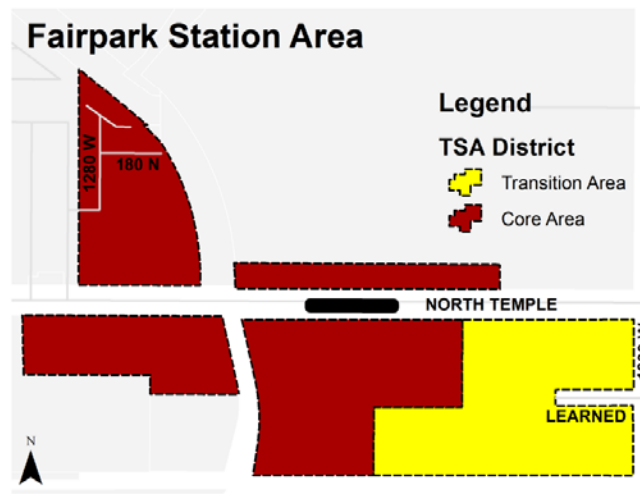
The following stations are considered to be urban neighborhood stations: 800 West, [Trolley \(600 East\)](#) and [900 East](#) light rail stations.



3. **Mixed Use Employment Center Station ([TSA-MUEC](#)):** A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. These areas generally start with a campus style development pattern and are dominated by a single type of use that generally employs a high number of people. Buildings are often large scale in nature and may have large footprints. New development occurs on vacant parcels. Redevelopment occurs on surface parking lots, underutilized land, or as additions to existing buildings as businesses expand. The primary mode of circulation is by automobile, but the area is served by at least two (2) types of mass transit which provides alternative modes of transportation for employees. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. The area is likely to have large blocks and lacks a consistent street network. Connectivity for all modes of travel is important due to the limited street network. The following stations are considered to be mixed use employment center stations: 1950 West, 2200 West, and the Cornell light rail stations.



4. Special Purpose Station ([TSA-SP](#)): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix of transit options, usually light rail or bus. New development is limited due to the nature of the primary function of the area, but redevelopment of underutilized parcels is likely to occur. Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use. The following stations are considered to be special purpose stations: Fairpark light rail station.







- C. Review Process: The intent of the review process is to make the process for desirable development easy to realize in a relatively quick time frame. The review process focuses on building forms and their relationship to adjacent buildings, the public street, transit and other public spaces. The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference. The construction of new buildings require a development score. The following types of development are required to go through this review process:
- Any addition of 1,000 square feet or more that extend a street facing building façade or are located to the side of a building and are visible from a public space or
  - Additions that increase the height of an existing building or change the existing roof line;
  - Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.
1. Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.
  2. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.
  3. Application Review: Table 21A.26.078C of this section summarizes the application review process. All applications shall be processed as follows:
    - a. Tier 1 Planning Commission Review: If a project is assigned a score less than 50 points, the project can only be approved by the planning commission through the conditional building and site design review process in chapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary



plan adjustments to increase their development score to the minimum level in order to go through an administrative hearing process.

- b. Tier 2 Administrative Hearing: A project that has a development score between 50 and 99 points is eligible for an administrative hearing. Any project being reviewed at an administrative hearing shall be reviewed using the standards found in section 21A.59.060, "Standards For Design Review", of this title.
  - (1) Notice And Posting Requirements: Notice of the administrative hearing shall be done in accordance with subsection 21A.10.020C, "Conditional Building And Site Design Review", of this title.
  - (2) Administrative Hearing: After consideration of the information received from the applicant and any other interested party, the planning director, or designee may approve, approve with conditions, deny or refer the matter to the planning commission.
  - (3) Appeals Of Administrative Hearing Decision: Any person aggrieved by the decision made by the planning director or designee at an administrative hearing may appeal the decision to the Salt Lake City planning commission by filing notice of appeal within ten (10) days after the record of decision is published. The notice shall state the reason(s) for the appeal. Reason(s) for the appeal shall be based upon procedural error, the development score of the project or the criteria set forth in section 21A.59.060, "Standards For Design Review", of this title.
- c. Tier 3 Administrative Review: The planning director has the authority to approve a project scoring 100 points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate design guidelines or development incentives to be deemed compliant with the vision for the station area.

**TABLE 21A.26.078C APPLICATION REVIEW**

Development Score	Review Process
0 – 49 points	Planning commission conditional building and site design review process
50 – 99 points	Administrative hearing process
100 or more points	Administrative review

- D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city's vision of the applicable station area plans and



the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A "station area plan" is a development, land use, urban design and placemaking policy document for the area around a specific transit station. The development score is based on the design guidelines and development incentives in the "Transit Station Area Development Guidelines" book, hereby adopted by reference. The "Transit Station Area Development Guidelines" shall be amended following the adopted procedures for zoning text amendments in chapter 21A.50, "Amendments", of this title. Each design guideline is assigned a value.

1. **Formulating The Score:** The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. The planning director shall evaluate each project in the transit station area zone and assign a development score. The development standards in subsection G of this section and the design standards in subsection J of this section shall be complied with by all projects and are not calculated in the development score.
  2. **Using The Score:** Every development is required to meet a minimum development score. The minimum score represents a percentage of the total points possible.
  3. **Project Review:** A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.
  4. **Appeals:** An applicant may appeal the development score to the planning commission. In hearing the appeal, the planning commission shall hold a public hearing in accordance with section 21A.10.030 of this title. In deciding the appeal, the planning commission shall base its decision on its interpretation of the design guidelines, the development score and whether the project complies with the goals of the applicable station area plans and the purposes of the TSA zoning district.
- E. **Certificate Of Occupancy:** Prior to issuing a certificate of occupancy, a project shall be inspected by the city to determine if the project substantially complies with the development score and, if applicable, any conditions of approval required by the planning commission, administrative hearing officer or planning director. If the project does not receive final approval at the inspection, the project must be brought into compliance with the development score and, if applicable, any conditions of approval required by the planning commission, administrative hearing officer or planning director.
- F. **Prohibited Uses:** The intent of this section is to identify those land uses that are not compatible with transit oriented development due to the nature of the use, the land



requirements of the use, or the potential impacts of the use. Uses listed in table 21A.26.078F-E of this section and that have an "X" in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited. All other uses are permitted. [In the table headings, "C" stands for Core and "T" stands for Transition.](#)

**TABLE 21A.26.078F-E PROHIBITED USES**

Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<a href="#">Airport</a>	X	X	X	X	X	X	X	X
<a href="#">Ambulance service (indoor) dispatching, staging and maintenance</a>	X	X	X	X	X	X	X	X
<a href="#">Ambulance service (outdoor)</a>	X	X	X	X	X	X	X	X
<a href="#">Amusement park</a>	X	X	X	X	X	X		
<a href="#">Animal kennel</a>	X	X	X	X				
<a href="#">Animal pound</a>	X	X	X	X	X	X	X	X
<a href="#">Animal, raising of furbearing animals</a>	X	X	X	X	X	X	X	X
<a href="#">Animal stable (private)</a>	X	X	X	X	X	X	X	X
<a href="#">Animal stable (public)</a>	X	X	X	X	X	X		
<a href="#">Animal stockyard</a>	X	X	X	X	X	X	X	X
<a href="#">Auction (indoor)</a>	X	X	X	X	X	X		
<a href="#">Auction (outdoor)</a>	X	X	X	X	X	X	X	X
<a href="#">Auto salvage and recycling</a>	X	X	X	X	X	X	X	X
<a href="#">Auto, truck, and RV repair, sales and/or service (minor or major)</a>	X	X	X	X	X	X	X	X
<a href="#">Blacksmith shop</a>	X	X	X	X	X	X	X	X
<a href="#">Bottling plant</a>	X	X	X	X	X	X	X	X
<a href="#">Building materials distribution</a>	X	X	X	X	X	X	X	X
<a href="#">Bus yards and repair facilities</a>	X	X	X	X	X	X	X	X
<a href="#">Car washes</a>	X	X	X	X	X		X	X





Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<a href="#">Car wash as accessory use to gas station or convenience store that sells gas</a>	X	X	X	X	X	X	X	X
<del>Cemetery, any type</del>	X	X	X	X	X	X	X	X
<a href="#">Check cashing/payday loan business</a>	X	X	X	X	X	X	X	X
Chemical manufacturing <a href="#">and storage</a>	X	X	X	X	X	X	X	X
Commercial parking lots not located in a parking structure	X	X	X	X	X		X	
<del>Community correction facility, any size, large</del>	X	X	X	X	X	X	X	X
<a href="#">Community correction facility, small</a>	X	X	X	X	X	X	X	X
Concrete manufacturing	X	X	X	X	X	X	X	X
Contractor's yard/office	X	X	X	X	X	X	X	X
<del>Detached single-family dwelling</del>	X		X		X		X	
<a href="#">Drop forge industry</a>	X	X	X	X	X	X	X	X
<del>Drive-through windows and service</del>	X	X	X	X	X	X	X	X
<a href="#">Dwelling, single family (detached)</a>	X		X		X		X	
<del>Electric generation facility, excluding solar, wind, or other similar renewable energy generation</del>	X	X	X	X	X	X	X	X
<a href="#">Equipment rental (outdoor)</a>	X	X	X	X	X	X	X	X



Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<a href="#">Equipment, heavy (rental, sales, service)</a>	X	X	X	X	X	X	X	X
Explosives manufacturing and storage	X	X	X	X	X	X	X	X
Extractive industries	X	X	X	X	X	X	X	X
<a href="#">Financial institution, with drive-through facility</a>	X	X	X	X	X	X	X	X
Flammable liquids or gases, heating fuel distribution and storage	X	X	X	X	X	X	X	X
<a href="#">Food processing</a>	X	X	X	X	X	X	X	X
Gas stations	X	X	X	X	X	X	X	X
<del>Heavy equipment rental, repair and sales</del>	X	X	X	X	X	X	X	X
<del>Heavy industrial</del>	X	X	X	X	X	X	X	X
Heavy manufacturing	X	X	X	X	X	X	X	X
Homeless shelters	X	X	X	X	X	X	X	X
Impound lot	X	X	X	X	X	X	X	X
<del>Incinerators, for any purpose</del> <a href="#">medical waste/hazardous waste</a>	X	X	X	X	X	X	X	X
<a href="#">Industrial assembly</a>	X	X	X	X				
Jails	X	X	X	X	X	X	X	X
<del> kennel</del>	X	X	X	X	X	X	X	X
<del>Landfills, any type</del>	X	X	X	X	X	X	X	X
<a href="#">Limousine service (large)</a>	X	X	X	X	X	X	X	X
<a href="#">Limousine service (small)</a>	X	X	X	X	X	X	X	X
Manufactured/mobile home sales and service	X	X	X	X	X	X	X	X
<a href="#">Manufacturing and processing, food</a>	X	X	X					



Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<a href="#">Manufacturing, concrete or asphalt</a>	X	X	X	X	X	X	X	X
<a href="#">Manufacturing, light</a>	X	X	X	X				
<del>Ministorage facilities</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>		<del>X</del>	
<del>Outdoor storage including storage or staging of fleet vehicles associated with a business, but not intended to include outdoor retail sales areas or outdoor storage as an accessory and incidental use to a principal use</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>
<a href="#">Package delivery facility</a>	X	X	X	X	X	X	X	X
<a href="#">Paint manufacturing</a>	X	X	X	X	X	X	X	X
<a href="#">Poultry farm or processing</a>	X	X	X	X	X	X	X	X
<a href="#">Printing plant</a>	X		X	X				
<del>Pawnshops</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>
Railroad freight terminal facility	X	X	X	X	X	X	X	X
<a href="#">Railroad repair shop</a>	X	X	X	X	X	X	X	X
<a href="#">Recreational vehicle park</a>	X	X	X	X	X	X	X	X
Recycling processing center (indoor)	X	X	X	X	X	X	X	X
<a href="#">Recycling processing center (outdoor)</a>	X	X	X	X	X	X	X	X
<a href="#">Refinery, petroleum products</a>	X	X	X	X	X	X	X	X
<a href="#">Restaurant with drive-through facility</a>	X	X	X	X	X	X	X	X



Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<a href="#">Retail goods establishment with drive-through facility</a>	X	X	X	X	X	X	X	X
<a href="#">Retail services establishment with drive-through facility</a>	X	X	X	X	X	X	X	X
<a href="#">Reverse vending machines</a>	X	X	X	X	X	X	X	X
Rock, sand and gravel storage and distribution	X	X	X	X	X	X	X	X
<del>Sewage treatment facility</del>	X	X	X	X	X	X	X	X
Sexually oriented business	X	X	X	X	X	X	X	X
<a href="#">Sign painting/fabrication</a>	X	X	X	X	X	X	X	X
<a href="#">Slaughterhouse</a>	X	X	X	X	X	X	X	X
<a href="#">Stadium</a>		X		X		X		
<a href="#">Storage (outdoor)</a>	X	X	X	X	X	X	X	X
<a href="#">Storage, mini-warehouse</a>	X	X	X	X	X		X	
<a href="#">Storage, public (outdoor)</a>	X	X	X	X	X	X	X	X
<a href="#">Store, pawnshop</a>	X	X	X	X	X	X	X	X
<a href="#">Store, superstore and hypermarket</a>	X	X	X	X	X		X	
<a href="#">Store, warehouse club</a>	X	X	X	X	X		X	
<a href="#">Taxicab facility</a>	X	X	X	X	X	X	X	X
<a href="#">Theater, live performance</a>		X		X		X		
<a href="#">Theater, movie</a>		X		X		X		X
<a href="#">Tire distribution retail/wholesale</a>	X	X	X	X	X	X	X	X
<a href="#">Transportation terminal, including bus, rail and trucking</a>	X	X	X	X	X	X	X	X
<del>Solid waste transfer station</del>	X	X	X	X	X	X	X	X



Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<del>Stable, public or private</del>	X	X	X	X	X	X	X	X
Truck freight terminal	X	X	X	X	X	X	X	X
Truck stop	X	X	X	X	X	X	X	X
Trucking, repair, storage, etc. associated with extractive industries	X	X	X	X	X	X	X	X
Utility, electric generation facility	X	X	X	X	X	X	X	X
Utility, sewage treatment plant	X	X	X	X	X	X	X	X
Utility, solid waste transfer station	X	X	X	X	X	X	X	X
Vehicle, auction	X	X	X	X	X	X	X	X
Vehicle, automobile and truck repair	X	X	X	X	X	X	X	X
Vehicle, automobile and truck sales and rental (including large truck)	X	X	X	X	X	X	X	X
Vehicle, automobile rental agency	X	X	X	X	X	X	X	X
Vehicle, auto repair (major)	X	X	X	X	X	X	X	X
Vehicle auto repair (minor)	X	X	X	X	X	X	X	X
Vehicle automobile sales/rental and service (indoor)	X	X	X	X	X	X	X	X
Vehicle, automobile salvage and recycling (indoor)	X	X	X	X	X	X	X	X
Vehicle, automobile salvage and recycling (outdoor)	X	X	X	X	X	X	X	X
Vehicle, boat/recreational vehicle sales and service Vehicle, recreation	X	X	X	X	X	X	X	X



Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<a href="#">Vehicle, truck repair (large)</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle, truck sales and rental</a>	X	X	X	X	X	X	X	X
Warehouse <del>as a primary use</del>	X	X	X	X	X		X	
Welding shops	X	X	X	X	X	X	X	X
Wholesale <del>distributors</del> distribution	X	X	X	X	X		X	X
Woodworking mill	X	X	X		X		X	
Zoological park	X	X	X	X	X	X		

1. Existing Uses And Buildings: A use located within a station area legally existing at the time that this zoning district was adopted, but listed as a prohibited use in this subsection F, shall be considered a legal nonconforming use. A structure legally existing at the time this section was adopted, but not conforming to the standards in this chapter, shall be considered a legal noncomplying structure. Any legal nonconforming use or legal noncomplying structure is subject to chapter 21A.38 of this title.

G. Development Standards:

1. Intent: The purpose of the following development standards is to promote an intense and efficient use of land at increased densities in the station areas. The development standards are intended to create a safe and pleasant environment near transit stations by encouraging an intensive area of mixed use development and activities, pedestrian amenities and by limiting conflicts between vehicles and pedestrians. Development standards are intended to create a reasonably continuous building edge that defines the exterior spatial enclosure of the street or open space and protect adjacent low density residential zoning districts. With some exceptions, buildings line a street at or near the public right of way to the greatest extent possible.

2. Application: The dimensional requirements in ~~table 21A.26.078GD of~~ this section apply to all new buildings and developments as well as additions to existing buildings. The following development standards apply to the core and transition areas of all station types:

a. Building Height: [The minimum and maximum building heights are found in table 21A.26.070Ga Building Height Regulations.](#) Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development, and the composition of the urban form of the





block. Minimum building heights in the core area relate to the width of the street, with a minimum ratio of one foot (1') of building height for every three feet (3') of street width. Building height is measured from the finished grade to the highest point of the building. The following exceptions apply:

- (1) The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least 10% of the width of the street facing building wall.
- (2) Elevator shafts, parapet walls, and other projections are permitted subject to subsection 21A.36.020C, "Height Exceptions", of this title.
- (3) Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of ~~in~~habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building.

**TABLE 21A.28.078G2a BUILDING HEIGHT REGULATIONS**

	<u>Minimum Height<sup>1</sup></u>	<u>Maximum Height</u>
<u>Urban center</u>		
<u>Core</u>	<u>30'</u>	<u>90'<sup>2</sup></u>
<u>Transition</u>	<u>25'</u>	<u>60'</u>
<u>Urban neighborhood</u>		
<u>Core</u>	<u>25'</u>	<u>75'</u>
<u>Transition</u>	<u>0'</u>	<u>50'</u>
<u>Mixed use employment center</u>		
<u>Core</u>	<u>25'</u>	<u>75'</u>
<u>Transition</u>	<u>0'</u>	<u>60'</u>
<u>Special Purpose</u>		
<u>Core</u>	<u>25'</u>	<u>75'</u>
<u>Transition</u>	<u>0'</u>	<u>60'</u>

1. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.  
 2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include habitable space.

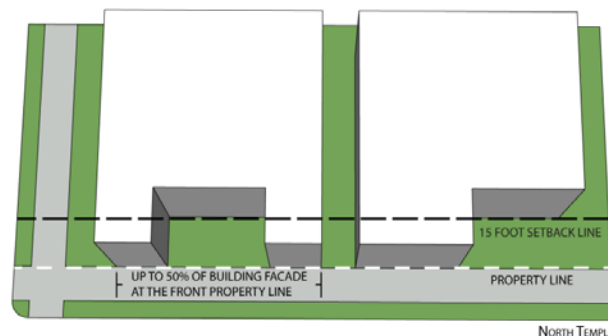
- b. Setbacks: Required building setbacks promote streetscapes that are consistent with the desired character of the street and various station typologies and its core and transition areas. Building setbacks create a safe environment that is inviting to pedestrians and transit users and maintain light, air and potential privacy for adjacent residential uses. In some instances, the setbacks limit the building envelope where the



existing development pattern would be negatively impacted by taller buildings.

(1) Front and Corner Yard Setback: Except as indicated below, there is no minimum setback. If a setback is provided, at least 50% of the street facing building façade shall be located within 5 feet of the front property line unless a larger setback is required below. All portions of a front yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped. Parking, drive aisles or other paved areas for motor vehicles are prohibited. Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.

~~(2)~~ (A) North Temple Boulevard: The front yard setback along North Temple Boulevard shall be fifteen feet (15') for a minimum of fifty percent (50%) of the width of the street facing facade. Up to fifty percent (50%) of a street facing facade may encroach up to the front property line. In this case, the area not occupied by the building footprint must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar usable public space or use. Setbacks over fifteen feet (15') are not allowed. In locations where there is not a minimum sidewalk width of 10 (ten) feet, additional sidewalk width shall be installed by the developer so there is a minimum width of 10 feet when a new building is constructed or with additions that increase the gross building square footage by more than 50%.



~~(3)~~ (B) 400 South/University Boulevard: The front yard setback along 400 South/University Boulevard shall be a minimum





of fifteen feet (15'). In locations where there is not a minimum sidewalk width of ten (10) feet, additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10") when a new building is constructed or with additions that increase the gross building square footage by more than 50%.

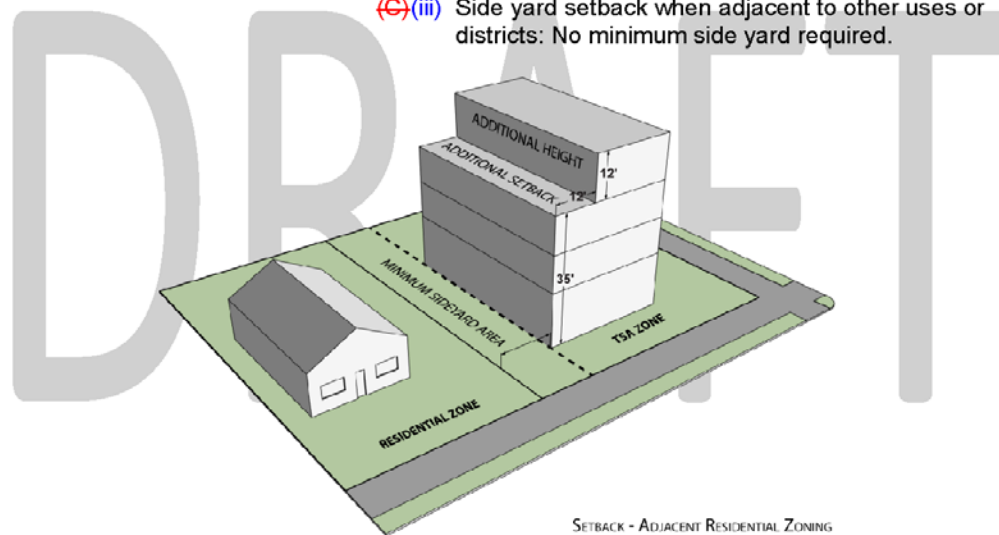
(C) Streets with a Right of Way of 50 feet or less: When located on a street with a right of way 50 feet or less with an R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street, a minimum setback of 25% of the lot depth but no more than twenty five feet (25') is required. For buildings taller than twenty five feet (25'), the setback shall increase two feet (2') for every foot of height above twenty five feet (25') in height. Buildings may be stepped so taller portions of the building are farther away from the front property line.

**(43) Side Yard Setback:**

- (A) Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to subsection L of this section.
- (B) Side yard setback when adjacent to a ~~single-family or two-family~~ certain zoning districts:
  - (i) Core Area: A minimum of twenty five feet (25') in the core area. When adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district, the minimum side yard setback shall be increased one foot for every one foot increase in height above twenty five feet (25'). When a property in an R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA zoned property. Buildings may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.
  - (ii) Transition Area: A minimum of fifteen feet (15') in the transition area. When adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning

district, the minimum side yard setback shall be increased one foot for every one foot increase in height above fifteen five feet (15') . When a property in an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA zoned property by an alley, the additional setback for height above fifteen five feet (15') applies and shall be measured from the property line of the TSA zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.

~~(C)~~(iii) Side yard setback when adjacent to other uses or districts: No minimum side yard required.



SETBACK - ADJACENT RESIDENTIAL ZONING

**(54) Rear Yard Setback:**

- (A) Core area: A minimum of fifteen feet (25'). When adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district, the minimum rear yard setback shall be increased one foot for every one foot increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30 RMF-35 or RMF-45 zoning district is separated from a TSA zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA zoned property. ~~If a structure is located adjacent to a~~



~~single family or two family residential zoning district, the rear setback shall be equal to the height of the building on the subject property in the transit station area district.~~

Buildings may be stepped so taller portions of a building are farther away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building. ~~When a public alley is between the two (2) properties, the width of the alley may be counted towards the setback.~~

- (B) Transition area: A minimum of twenty five feet (25'). When adjacent to an OS, R-1, R-2, SR, RMF-30 or RMF-35 zoning district, the minimum rear yard setback shall be increased one foot for every one foot increase in height above twenty five feet (25') . When a property in an OS, R-1, R-2, SR, RMF-30 or RMF-35 zoning district is separated from a TSA zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.

- ~~(65)~~ Special Setback Provisions For Properties Adjacent To Jordan River: For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water line as defined in section 21A.34.130 of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.

c. Minimum Lot Area and street frontage requirements:

- (1) The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.
- (2) Any legally existing lot may be developed without having to comply with the minimum lot size requirements.
- (3) The minimum lot area for all areas of the TSA zoning district is 2,500 square feet.



(4) All subdivisions of land or combination of parcels must have a minimum of 40 feet of street frontage.

**TABLE 21A.26.078CD DIMENSIONAL REQUIREMENTS**

		Min. Height <sup>2</sup>	Max. Height	Min. Front Yard	Max. Front Yard	Min. Side Yard <sup>1</sup>	Min. Rear Yard <sup>1</sup>	Minimum Lot Coverage For Structures	Minimum Lot Size (Sq. Ft.)
-		-	-	-	-	-	-	-	-
<b>Urban center:</b>		-	-	-	-	-	-	-	-
-	<b>Core</b>	30'	90' <sup>3</sup>	None	15'	None	None	70%	5,000
-	<b>Transition</b>	25'	60'	None	15'	None	None	50%	1,500
<b>Urban neighborhood:</b>		-	-	-	-	-	-	-	-
-	<b>Core</b>	25'	75'	None	10'	None	None	70%	5,000
-	<b>Transition</b>	0'	50'	None	10'	None	None	50%	1,000
<b>Mixed use employment station:</b>		-	-	-	-	-	-	-	-
-	<b>Core</b>	25'	75'	None	15'	None	None	60%	5,000
-	<b>Transition</b>	0'	60'	None	15'	None	None	50%	1,500
<b>Special purpose:</b>		-	-	-	-	-	-	-	-
-	<b>Core</b>	25'	75'	None	25'	None	None	60%	10,000
-	<b>Transition</b>	0'	60'	None	25'	None	None	50%	1,500

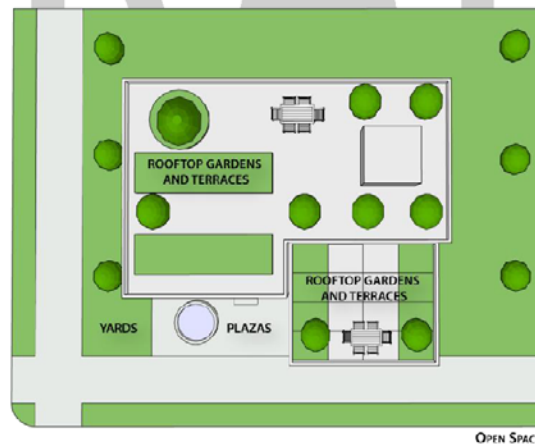
**Notes:**

- ~~-1. Reference subsection G2 of this section for specific standards.~~
- ~~-2. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.~~
- ~~-3. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include inhabitable space.~~
- d. ~~Minimum Lot Coverage: The intent of the minimum lot coverage is to ensure compact development.~~

de. **Open Space:** In order to provide space for passive and active recreation, public and private use, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, open space is required for all new developments.

(1) **Core Area:**

- (A) Within the core area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity.
- (B) A minimum of ten percent (10%) of the land area up to five thousand (5,000) square feet.



(2) **Transition Area:**

- (A) Within the transition area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop gardens and terraces, community gardens and other similar types of amenities.



(B) The minimum open space requirement is ten percent (10%) of the land area up to two thousand five hundred (2,500) square feet.

(3) Access To Open Space: All required open space shall be accessible to the users of the building(s).

ef. Circulation And Connectivity: Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.

(1) All parking lots shall comply with the standards in section 21A.44.020, "General Off Street Parking Requirements", of this title.

(2) Parking is prohibited between the street facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.

H. Residential Densities:

1. Core area: No maximum.
2. Transition area: No maximum.

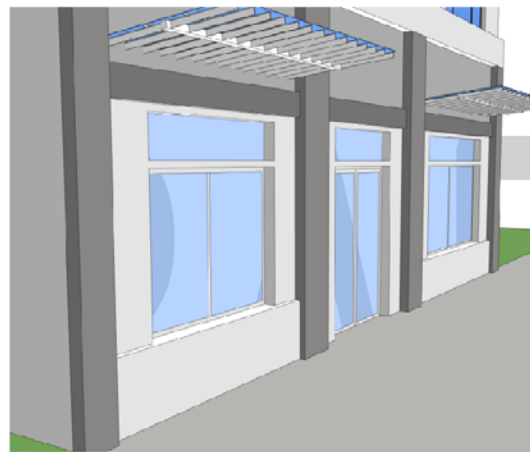
I. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

J. Design Standards:

1. Purpose: Design standards create the fundamental characteristics of a transit oriented district and the basic design elements required for a successful transit station area. Design standards are intended to provide a safe and interesting walkable environment by connecting ground floor uses adjacent to the sidewalk areas, by encouraging the continuity of retail and service uses, providing surveillance opportunities on the street and public open spaces and framing the street by bringing portions of buildings up to the sidewalk. All buildings shall be designed for the context and character of the project and how they interact visually, functionally, and socially with the context of the public environment.
2. Application: The following design standards apply to all projects within the core and transition areas of all station area types:



- a. **Building Walls Adjacent To A Street:** Street-facing building facades shall provide architectural variety and scale. Changes in plane, color, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. Building walls parallel to a public street and greater than thirty feet (30') in length shall be broken up by architectural features such as bay windows, recessed entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature may be either recessed or project a minimum of twelve inches (12").



- b. **Ground Floor Building Materials:** Other than ground windows and doors, eighty percent (80%) of the remaining ground floor wall area shall be clad in durable materials. Durable materials include brick, masonry, textured or patterned concrete and/or cut stone. Other materials may be used as accent or trim provided they cover twenty percent (20%) or less of the ground floor adjacent to a street.
- c. **Ground Floor Glass And Transparency:** All street-facing elevations of a development shall be designed so that the first floor street-facing facade has at least sixty percent (60%) clear glass between three (3) and eight feet (8') above grade to allow pedestrians to view activities inside the building or lighted display windows. There must be visual clearance behind the glass for a minimum of two feet (2'). Three-dimensional display windows at least two feet (2') deep are permitted and may be counted toward the sixty percent (60%) glass requirement. Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art,



architectural ornamentation or detailing or other similar treatment. The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front facade, shall not have less than sixty percent (60%) glass surfaces. The reflectivity in glass shall be limited to eighteen percent (18%) as defined by ASTA standards. The planning director may approve a modification to this requirement if the planning director finds:

- (1) The requirement would negatively affect the historic character of the building, or
- (2) The requirement would negatively affect the structural stability of the building.
- (3) The ground level of the building is occupied by residential uses, in which case the sixty percent (60%) glass requirement may be reduced to forty percent (40%).

Any appeal of an administrative decision made pursuant to this subsection may be made to the planning commission.

- d. **Building Entrances:** The intent of regulating building entrances is to promote security on the street and public spaces by providing frequent points of access and sources of activity. Functional entrances to nonresidential uses should be located at an average of seventy five feet (75') or less from one another. At least one operable building entrance per elevation facing a public street shall be provided. Each ground floor leasable space is required to have an operable entrance facing the street and a walkway to the sidewalk. If a plaza or open space is provided as part of the development, a minimum of one entrance opening onto the plaza or open space shall be provided. This entrance shall be counted towards the spacing of functional entrances identified in this section and may count as the primary entrance to the building. All street facing building entrances shall be functional entrances and shall not be limited to emergency or employee entrances.
- e. **Ground Floor Residential Uses:** The interior floor elevation of ground floor residential units in the core area shall be a minimum of two feet (2') and a maximum of five feet (5') above grade. Dwelling units located on the ground floor and facing a public or private street shall have a minimum of one primary entrance facing the street in the core area. The facades of all buildings in the core and transition areas with ground floor residential uses shall feature elements that signal habitation such as windows, entrances, stairs, porches, bay windows, and balconies that are visible from the public street. Attached single-family dwellings, townhomes, row houses, ~~entrances that open onto a courtyard facing a public street,~~ and other similar housing types shall have a primary entrance facing the street for each unit adjacent to a street. Units may have their primary entrance





located on a courtyard, midblock walkway, or other similar area if the street facing facades have a primary entrance facing the street.

- f. **Parking Structures:** The intent of regulating parking structures is to minimize the visual impact of the structure and the cars parking within it, and to reduce their impact on the ground floors adjacent to public sidewalks and streets. Parking structures are permitted within the core and transition areas provided:
- (1) The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, residential leasing office, restaurant, etc. Parking is permitted behind the ground floor uses. If the ground floor does not include active use, then the structure must be set back behind a building or be a minimum of sixty feet (60') from a property line adjacent to a public street or sidewalk.
  - (2) The levels of parking above the first level facing the front or corner side lot line shall have horizontal floors and/or facades and not sloped.
  - (3) The levels of parking above the second level shall be designed to effectively screen the vehicles so they are not readily visible from an adjacent street.
  - (4) Below grade parking structures for structures with ground floor residential uses may extend a maximum of five feet (5') above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).
- g. **Mechanical Equipment:** All roof mounted mechanical and electrical equipment, communication antennas or dishes shall be enclosed, screened, organized, designed and located to be out of view from streets and public spaces. The parapet or enclosure shall be equal to or greater than the height of the equipment to be screened to reduce equipment noise and odors, and other impacts onto adjacent uses and maintain the integrity of overall architectural character and scale of the building. Mechanical equipment may be located on the ground provided it is behind the building, screened and not located in a required rear yard or side yard setback. Utility boxes are subject to section 21A.40.160, "Ground Mounted Utility Boxes", of this title.
- h. **Service Areas:** Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be

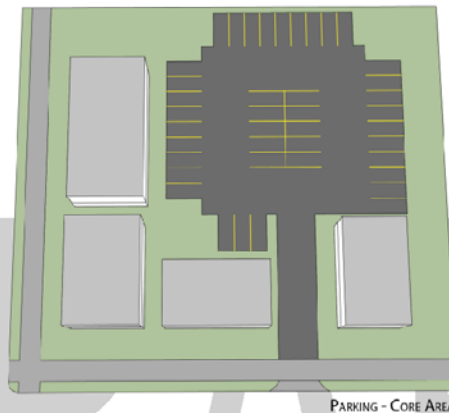


a minimum of one foot (1') higher than the object being screened.  
Dumpsters must be located a minimum of twenty five feet (25') from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building ~~single- or two-family residential zoning district.~~

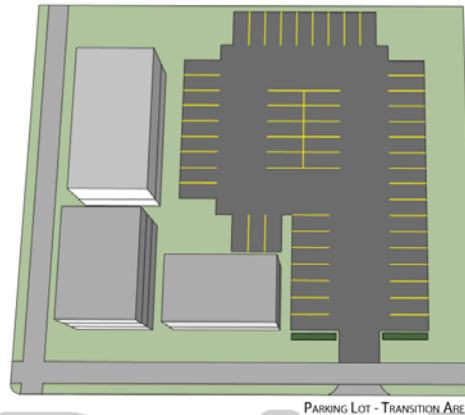
- K. Multiple Buildings On A Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located towards the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained.
- L. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.
1. Surface Parking Lots And Structures On Corner Properties: On corner properties, surface parking lots and structures shall be located behind principal buildings or at least sixty feet (60') from a front and corner side lot lines. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of 100 feet from the intersection of the front and corner side property lines. If the front or corner side property line is less than 100 feet in length, than the drive approach shall be located within 20 feet of the side or rear property line.
  2. Surface Parking In The Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building. When located to the side of a building, the parking lot shall be:
    - a. Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
    - b. Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
    - c. The parking lot shall be no wider than what is required for ~~one-two~~ rows of parking and one drive aisle as indicated in table 21A.44.020 of this title.
    - d. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of 100 feet from the intersection of the front and corner side property lines. If the front or corner side

property line is less than 100 feet in length, than the drive approach shall be located within 20 feet of the side or rear property line.

- e. Surface parking lots as a principal use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building. When located to the side of a principal building, the parking lot shall be:
- Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.
  - Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
  - Surface parking lots as a principal use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) stalls shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in chapter 21A.48 of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.

5. Surface Parking Lots as the Principal Use: Surface parking lots that are the principal use are permitted in the TSA zoning district provided the following standards are complied with:

- a. The surface parking lot does not have street frontage on the street where the fixed rail transit is located.
- b. The surface parking lot is setback a minimum of 15 feet from any property line adjacent to a public street.
- c. The parking area is screened by a wall or landscaping that is a minimum of 36 inches and a maximum of 48 inches tall.

6. Other Applicable Standards: All other standards in chapter 21A.44, "Off Street Parking And Loading", of this title shall apply.

- M. **Conflicting Regulations:** In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.





N. Developments Over Five Acres:

1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.
2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres. A development over five (5) acres shall be subject to the applicable review process based on the lowest development score assigned to an individual building in the development.
  - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
    - (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
    - (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension. The standards in subsection J2 of this section apply to building walls adjacent to a mid block walkway.





- b. **Housing Proximity To Transit:** Developments that include housing should cluster the housing so a minimum of fifty percent (50%) of the housing is located with one-fourth (¼) mile walking distance of a transit platform.
- c. **Connectivity To Public Streets, Sidewalks, And Bicycle Lanes:** In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a “complete street” defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.
- d. **Vehicle Access:** Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.
  - (1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.
  - (2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.
  - (3) No access drive shall be greater than twenty four feet (24') wide.
  - (4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- e. **Internal Circulation:** Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.
  - (1) **Travel Lanes That Connect Parking Areas With A Public Street:**  
All internal vehicle travel lanes that connect internal parking areas



with a public street shall be designed to meet the minimum requirements in section 21A.44.020 of this title.

- (2) **Design Speed:** The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.
  - (3) **Future Access To Adjacent Properties And Rights Of Way:** All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
  - (4) **Centerlines:** The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
  - (5) **Publicly Dedicated Streets:** Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
  - (6) **Pedestrian Routes:** Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial store fronts.
  - (7) **Bicycle Paths:** A coordinated system of bicycle paths should be provided.
  - (8) **Approval; Modification Of Standards:** The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- f. **Parking:** Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted towards the applicable off street parking standard when provided on private streets. All parking areas and stalls must comply with the parking lane widths identified in table 21A.44.020 of this title.
- g. **Open Space:** In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable



surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.

- (1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.
- (2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.

h. Landscaping: All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.

# **Attachment D**

## **Proposed Master Plan Changes**



*Please note that the following Transit Oriented Development (TOD) section will replace the text found on page 15 for the current Central Community Master Plan.*

## Transit-Oriented Development (TOD)

### Introduction

Transit-Oriented-Development (TOD) is a land use and urban design concept that mixes land use near transit to maximize transportation options and provides people with choices about living near transit. A TOD neighborhood typically has a center with a light rail station or bus stop surrounded by relatively high-density development with progressively lower-density development spreading outward from the transit center. TOD's generally are located within a radius of one-quarter to one-half mile from a transit stop, as this is considered an acceptable walking distance.

TOD areas offer choices in housing, commerce and transportation. They are designed to be flexible so they can respond to changing economic and social conditions and endeavor to make development economically viable from a number of perspectives (city, transit agency, developer, resident, employer, etc.). TOD districts encourage the stabilization and revitalization of existing neighborhoods, as new uses are designed to support existing neighborhood characteristics.

TOD districts improve the quality of life in urban areas by:

- Including mixed-use development that will use transit at all times of day.
- Creation of excellent pedestrian facilities such as high quality pedestrian crossings, narrow streets, and tapering of buildings as they become more distant from the public transport node.
- Ensuring compatibility and connectivity with surrounding neighborhoods.
- Creating compact development within an easy walk of public transit and with sufficient density to support transit ridership.
- To establish a hierarchy of transportation which places the pedestrian first, bicycle second and auto third.
- Creating active places and livable communities that service daily needs and where people feel a sense of belonging and ownership.
- Including engaging, high quality public spaces (e.g. small parks or plazas) as organizing features and gathering places for the neighborhood.
- Encouraging a variety of housing types near transit facilities.
- Providing housing choices for a wide range of ages and incomes.
- Incorporating retail into a development if it is a viable use at the location. Ideally drawing customers both from both the TOD and a major street.





- Introducing creative parking strategies that integrate, rather than divide a site and reduce the presence of the auto.
- Creating TOD plans that are flexible so they can respond to changing conditions.
- Recognizing that all TOD's are not the same; each development is located within its own unique context and serves a specific purpose in the larger context.

TOD strengthens urban development but also helps manage future regional growth by encouraging growth to occur where the existing infrastructure is best suited to address it. The benefits of this type of development include:

- Opportunities for affordable and accessible living by incentivizing affordable and accessible housing goals, providing a range of housing options, and allows people to spend less of their income on the combined expenses related to housing and transportation.
- Reduction of the long term expenditures of tax dollars to build and maintain public utilities, roads and other auto-oriented infrastructure.
- More residents living close to commercial areas to support a strong, local oriented economy.

This reduces the overall cost of development and reduces negative environmental impacts on air and water quality while creating community oriented public places.

## **Transit-oriented development designations**

Transit-oriented development districts within the Central Community have three designations: low-density, medium-density, and high-density. The Future Land Use map shows locations where these districts are supported by this master plan. Where conflicts between TOD and historic district overlay regulations occur, the historic overlay requirements govern.

**Low-density transit-oriented development** (light sage green on map): Low-density TOD supports residential uses with a density ranging from 1-20 dwellings per acre. The emphasis of low-density TOD design and land use relates to existing lower density residential and neighborhood commercial land uses. Low intensive development should be designed to assure compatibility in neighborhoods with established low-density characteristics by focusing on the massing and scale of the existing structures. Medium intensive land uses, such as a coffee shop, town house or daycare center, may be appropriate near the light rail station or busier intersections. Implementing low-density TOD areas may include development of accessory units in the rear yards of low-density residential land uses as well as small businesses that can be operated out of a residential structure. New structures should be in scale with the low-density neighborhood with modest increases in building height being appropriate if it provides opportunity for increasing the residential density. Zoning designations should require compatibility in these areas.



**Medium-density transit-oriented development** (medium sage green on map): Medium-density TOD supports residential land uses with a density range of 20-50 dwelling units per acre. The design emphasis for medium-density TOD is compatibility with existing medium and low-density residential and commercial development. Higher intensive uses may be located near light rail stations where applicable. Medium-density TOD areas include four to five story buildings with a mix of ground level retail or office space components with multi-story residential development above. These areas should have limits on the amount of space allocated for non-residential land uses by locating them closer to transit and at busier intersections. Individual residential land uses could remain within the TOD area. Zoning districts that allow four to five story building, including pedestrian oriented design standards and allow 20-50 dwelling units per acre are appropriate in areas with this designation.

**High-density transit-oriented development** (dark sage green on map): High-density TOD is similar to medium-density TOD except at a greater scale. These areas should be centers of high population with a concentration of pedestrians in close proximity to transit stations. These areas will be more successful in places that are well served by rail transit. Building heights are established for high density residential and higher intensity office or commercial uses. The ideal building type in these areas are vertical mixed use structures tall than five stories. High-density TOD supports the development of compact urban centers with 50 or more dwelling units per acre. These centers can provide accessibility and a multitude of benefits (efficiencies that result when many activities are physically close together). Design standards are critical in these areas in order to create people oriented spaces. Auto oriented development should be prohibited. Standards and processes should be put in place to allow for the easy and financially viable transition of auto oriented developments to people oriented development.

The transit-oriented development land use designations are shown on the Central Community TOD map and on the Future Land Use map.

### **Community input on Transit-Oriented Development**

*This section will be further modified after input from the next community open houses in February and March of 2012.*

### **Future Transit-Oriented Development land use changes**

TOD's are implemented by the public and private sectors. The public sector sets the stage by providing the transit, investing in public infrastructure and applying appropriate zoning regulations near the transit stations. The private sector generally finances, constructs and markets TOD's. When based on a sound and agreed upon vision, TOD implementation should be a simple and straightforward process. To ensure this is the case, the TOD station area plans intend to create the vision and set the stage for the private sector. The City has developed certain zoning districts to implement the various intensity levels of TOD that are based on input from a broad range of stakeholders. The areas listed below have gone through a community visioning process that had identified the desired development characteristics and therefore, support zoning changes based on the specific goals for each area.



## **400 South and University Boulevard**

In June of 2011, the City received a grant from the Housing and Urban Development Department (HUD) to initiate the 400 South and University Boulevard Livable Communities project. The focus of the project was to enhance the Community's vision of the corridor and make it a place where people could live, work and shop. Inherent in this process was the inclusion of people who rely on the corridor for their daily needs, but for various reasons do not normally participate. The group included those who are traditionally under-represented in the planning process. The project determined that future development at all 400 South stations should be compatible with the existing neighborhood scale and that development should not supplant or compete with the central business district regional services (beyond the existing Trolley Square development). Development should enhance existing urban neighborhoods within walking distance of the transit line to create areas where pedestrian activity is the focus of daily transportation needs, without excluding the automobile. These concepts are critical to groups who rely on public transportation to access housing, employment, education, health care, and other daily needs.

The 400 South and University Boulevard Trax lines run from downtown to the University of Utah. The corridor incorporates a mix of transportation options, including light rail, bus and automobile. There are several bicycle lanes that parallel and intersect the street to create a complete transportation network through the area. When the light rail line opened in 2001, the pedestrian environment improved by adding street trees and widening the sidewalk. Unfortunately, the parking lane was removed, placing a travel lane immediately adjacent to the sidewalk. In order to make the corridor more pedestrian oriented, sidewalk improvements are necessary.

The Liveable Communities project identified specific land use goals and policies that can be found in the "400 South and University Boulevard Station Area Plans" in the addendum of this Central Community Master Plan. The station area plans include specific land use policies and a future land use map that should be used to help guide future land use, capital improvements and budget decisions.

## **West Temple Gateway**

The West Temple Gateway area extends from 700 South to the 900 South Interstate off ramp and from 300 West to West Temple and includes the 200 West / 900 South future light rail stop. The West Temple Gateway area is part of a redevelopment project area created in 1987, which included two revitalization concept plans. These are not adopted policy plans but resource documents. The 1994 plan identified alternative concepts ranging from low-density residential infill to Big Box retail uses. A second analysis in 2001, after the light rail line was constructed, provided an Illustrative Plan that proposes a mixed use transit-oriented neighborhood containing residential, retail, office, and industrial land uses. Development of a West Temple Gateway small area master plan will provide detailed development guidelines for this area.



## Transit Oriented Development goal

To create TOD development with a balanced mix of uses that generates 24-hour transit ridership. This development will have places to work, to live, to learn, to relax and to shop for daily needs. The goal will be achieved through land use designations, development guidelines, zoning, and both public and private funding.

## Transit Oriented Development policies

Transit-Oriented Development policies fall into these general categories: location and variety of land use.

### Location

**Policy TOD-1.0** Based on the Future Land Use map and specific station area plans, establish Transit-Oriented Districts that will provide residents with housing, transportation and employment options at various densities near transit stations.

**TOD-1.1** Develop station area plans for each transit station within the Central Community Planning Community.

**TOD-1.2** Utilize a broad community involvement approach to identify appropriately located and scaled transit oriented development that put people first.

### Variety of Land Use

**Policy TOD-2.0** Encourage the development of mixed-use projects near light rail stations to create a livable, walkable urban environment.

**TOD-2.1** Support a variety of low-, medium- and high-density residential uses around light rail stations in TOD districts, based on the Future Land Use map designations.

**TOD-2.2** At light rail stations in TOD districts, establish a centralized core of land uses that support transit ridership. Anchor transit centers with land uses that act as destination points.

**TOD-2.3** Encourage a variety of commercial uses that share the same clientele and patrons. For example, movie theaters provide a clientele to patronize restaurants, arcades, and retail businesses.



## Central Community Master Plan Goals and Recommendations Addendum

*Please note that the following station area plans will be added into the addendum located on pages 22-23 of the current Central Community Master Plan. These items will be added right after #15 of the 'Environment' section.*

### 400 South and University Boulevard Station Area Plans

Each of the three station area plans include subareas as identified below:

**Core Area:** The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a one-fourth ( $\frac{1}{4}$ ) mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.

**Transition Area:** The purpose of the transition area is to provide a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas are generally located within a one-half ( $\frac{1}{2}$ ) mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is ten (10) dwelling units per acre. Commercial uses may include office, retail, restaurant and other





commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

### **Library Station Area**

The Library Urban Center Station has the highest intensity level and mix of uses along 400 South. It supports Salt Lake City's central business district in terms of building scale and use. The area has a twenty-four-hour population, active streetscapes, defined street walls and multiple types of public transit. Development generally occurs on surface parking lots or through redevelopment of underutilized parcels.

The street frontages in the Library Station area have a compact, dense, interconnected and walkable development pattern, while the interior of blocks are open generally with parking lots. Large scale development is closer to the station; and is scaled back as it moves to the areas away from 400 South. Building forms vary, but are typically oriented to the pedestrian, are multiple stories in height, and contain a horizontal and vertical mix of land uses. Buildings up to thirty stories in height are allowed within the D-1 zoned sections, while buildings in the transition zone can be approximately three to four stories in height.

The area features a variety of dense, mixed use commercial and housing developments, providing residents with a number of housing options. The station area contains important regional attractions, such as the Library, City & County Building, Leonardo Museum, and the Public Safety Building. These buildings are a regional draw, bringing thousands of people to the area each day. The area also features office, dining and entertainment options with a high level of pedestrian activity. The Library and Washington Square feature a number of civic and cultural festivals during the summer.

The station area comprises of core and transition areas. The purpose of creating the different areas is to recognize the scale and nature of existing development patterns and identify the appropriate locations for growth. The general concept is that bigger buildings with the most dwelling units and a higher intensity level of commercial space should be located closest to the station in the core. The transition area reduces the scale, mass and intensity of new development as it moves away from the core.

In addition to the civic uses, and high density development surrounding the Library Station core, there is a significant amount of underutilized land. The Library Station Area Plan encourages the development of these areas to create medium to high density housing, mixed use development and appropriate support commercial along 400 South. By doing this, the area would further its role as a vibrant and contributory feature of Salt Lake City, while maintaining its function as a support to the downtown area.

The "Transit Station Area (TSA) Development Guidelines" will be used along 400 South to encourage a walkable urban neighborhood compatible with the adjacent historic district.



*Library Station Area Goals:*

1. Rezone properties fronting 400 South so that the zoning reflects the vision for the station area. Rezone the properties that are in the vicinity to a mix of zoning districts that promote high density residential development while allowing limited commercial types of uses.
2. Coordinate with Utah Department of Transportation (UDOT) to improve the functionality of 400 South for pedestrians. This could be accomplished by adding additional midblock crosswalks to the transit stations, allowing on-street parking during off peak travel hours, studying the impact of reducing the road width, whether in key spots or for longer stretches and other changes to the street that are aimed at creating a safe and functional transportation corridor for all users.
3. Work with the City Transportation Division to find appropriate bicycle routes that run on or are parallel to 400 South and that connect to appropriately located north/south bike routes.
4. Require midblock connections from 300 South and 500 South that connect to 400 South.
5. Incorporate way-finding features at the station area so people can easily locate station area assets such as Library, Library Plaza, City & County Building, Leonardo Museum and the Public Safety Building.
6. Maintain the original 15-foot landscaped setback along the 400 South street frontage.
7. Require properties to share driveway access as properties are redeveloped to reduce the number of drive approaches in the station area.
8. Minimize the number of driveways, garage entrances and dedicated turning lanes on all major pedestrian routes.
9. Encourage community services, including schools, childcare and museums with pedestrian connections to transit and other land uses.
10. Extend 450 South midblock walkway through to 650 East.
11. Develop and enhance existing public gathering spaces, including parks, plazas and courtyards to attract people and transform 300 South and 500 South into active pedestrian places.
12. Increase building intensity and residential densities closest to the transit station and gradually step down further away. Parking requirements should be lower closer to the station.



13. Discourage additional or expanded stand alone automobile oriented uses such as: large surface parking lots, fuel stations, auto repair shops, auto dealerships, large scale retail development, car washes and drive-thru facilities.
14. Mid-block crossings across 400 South should be considered adjacent to the Trax stop to help pedestrians cross safely and to discourage jaywalking.

### **Trolley Station Area**

The Trolley Station is defined as an Urban Neighborhood Station Area. Urban Neighborhoods are places that have an established development pattern that contain a mix of uses and can support an increase in residential density and supporting commercial activities. New development generally occurs as infill, occurring on undeveloped or underutilized properties. Redevelopment of surface parking lots that front on 400 South is a priority. A compact development pattern is desired in order to focus new growth at the station and respect the existing scale and intensity of the surrounding neighborhood. The highest residential density and intensity of commercial land use occur closest to the transit station and are scaled down the further one moves from the station.

The station area comprises of core and transition areas. The purpose of creating the different areas is to recognize the scale and nature of existing development patterns and identify the appropriate locations for growth. The general concept is that bigger buildings with the most dwelling units and a higher intensity level of commercial space should be located closest to the station in the core. The transition area reduces the scale, mass and intensity of new development as it moves away from the core area.

Trolley Station is a unique Transit Station Area because it is located within the Central City Historic District. The Central City Historic District is centered on the 600 East landscaped medians, which are a character defining feature of the historic district. Over time, the 600 East medians have been degraded by the continual pressure from commercial development to allow vehicle access through the medians. The policy of the Trolley Station Area is to prohibit further dissection of the 600 East medians for vehicular traffic and to maintain the historical 15 foot landscaped setback of building along 600 East.

Despite being located within the Central City Historic District, the blocks that front on 400 South have lost most, if not all, of their historic character. Without the historic character being present, the boundaries of the Central City Historic District should be reviewed and amendments to the district boundaries should be proposed.

The “TSA Development Guidelines” will be used along 400 South to encourage a walkable urban neighborhood compatible with the adjacent historic district.



*Trolley Station Area Goals:*

1. The primary purpose of the Trolley Station Area is to provide housing and access to higher intensity employment, commercial centers, downtown, and to the University of Utah.
2. Rezone properties fronting 400 South so that the zoning reflects the vision for the station area. Rezone the properties that are in the vicinity to a mix of zoning districts that promote high density residential development, while allowing limited commercial types of uses in appropriate places. The properties fronting 400 South should be the focus of the station area and development should focus on creating an urban neighborhood in scale and purpose, and is not intended to supplant or compete with the much higher density central business district. Regional scale development beyond the existing Trolley Square commercial development is not encouraged.
3. Coordinate with the Utah Department of Transportation (UDOT) to improve the functionality of 400 South for pedestrians. This could be accomplished by adding additional midblock crosswalks to the transit stations, allowing on street parking during off peak travel hours, studying the impact of reducing the road width, whether in key spots or for longer stretches, and other changes to the street that are aimed at creating a safe and functional transportation corridor for all users.
4. Work with the Transportation Division to find appropriate bicycle routes that run on or parallel 400 South and that connect to appropriately located north/south bike routes.
5. Require midblock connections from 300 South and 500 South that connect to 400 South.
6. Incorporate way-finding features at the station area so people can easily locate station area assets such as Trolley Square, Gilgal Gardens and Liberty Park.
7. Maintain the original 15-foot landscaped setback along the 400 South street frontage.
8. Review the appropriateness of and consider amendments to the boundaries of the Central City Historic District to remove those blocks and portions of blocks that front on 400 South from the historic district due to the lack of remaining historic character. See the “.....” map to determine the areas that should be considered for removal from the Central City Historic District.
9. Preserve the 600 East medians and prohibit further bisections of the medians for the purpose of allowing vehicular access and left turns to private property or streets.
10. Extend 450 South midblock walkway through to 650 East.



11. Further multi-modal solutions to change the way 600 South is utilized between 500 East and 700 East. Possible solutions include adding middle of the street parking, midblock crosswalks, medians, or removing a lane of traffic in each direction to add bike lanes, larger park strips or angled parking.
12. Identify zoning solutions for the block faces across from Trolley Square on 600 East and 600 South. The focus should be to encourage development on vacant parcels, increase residential density and promote the preservation and adaptive reuse of contributing structures. The surface parking lot south of Trolley Square should be rezoned to allow Trolley Square to building a parking structure, retain the historic structures fronting on 600 South and build housing.
13. Adopt zoning that increases housing potential, but does not introduce extensive commercial development on the south side of 500 South between 500 and 600 East and both sides of the street between 400 and 500 East.
14. Encourage redevelopment of strip centers into higher density with structured parking with a potential park and ride. The block bounded by 400 and 500 South and 600 and 700 East should have the highest commercial densities of the area.
15. Encourage development that is compatible with the historic development pattern in the Central City Historic District where appropriate.
16. Reevaluate the densities on the northwest quadrant of the block bounded by 300 South and 400 South and 600 East and 700 East, to allow higher densities and design that is compatible with the adjacent historic character.
17. Mid-block crossings across 400 South should be considered adjacent to the Trax stop to help pedestrians to cross safely and to discourage jaywalking.

### **900 East Station Area**

The 900 East Station is an Urban Neighborhood Station Area due to the established and predominating residential character and the potential for infill development along 400 South which adds variations of density and intensity of building forms that blend in and complement the existing residential character of the area. The development strategy of an urban neighborhood station may include the mixing of building types and uses, including the allocation of commercial or office uses to the ground floor, and residential uses above these floors. The highest residential densities and most intense land uses are generally located closest to the station platform along 400 South between 700 East and 900 East, particularly on the south side of 400 South.

The station area comprises of core and transition areas. The purpose of creating the different areas is to recognize the scale and nature of existing development patterns and identify the appropriate locations for growth. The general concept is that bigger buildings with the most





dwelling units and a higher intensity level of commercial space should be located closest to the station in the core. The transition area reduces the scale, mass and intensity of new development as it moves away from the core area. The north side of 400 South is part of the transition area due to the close proximity of the relatively low scale nature of the residential area to the north and the desire to maintain that character and the impacts that taller buildings on 400 South would have on privacy and solar access.

Contributing landmarks and existing neighborhood characteristics will influence future development in and around the 900 East Station. These existing traits include institutional uses such as the Intermountain Health Care facility, Bennion Elementary School, and religious structures. There are also various types of commercial and a strong mixture of single and multi-family residential building types.

*900 East Station Area Goals:*

1. Protect historic landmark sites that currently exist in the Station Area.
2. Coordinate with UDOT to improve the functionality of 400 South for pedestrians. This could be accomplished by adding additional midblock crosswalks to the transit stations, allowing on street parking during off peak travel hours, studying the impact of reducing the road width, whether in key spots or for longer stretches, and other changes to the street that are aimed at creating a safe and functional transportation corridor for all users.
3. Maintain original 15-foot landscaped setback along the 400 South street frontage.
4. Incorporate way-finding features at the station area so people can easily locate station area assets such as Gilgal Gardens and health care facilities.
5. Protect the 800 East medians by not allowing vehicular access cuts through the existing landscaped area.
6. Encourage infill uses that will eliminate surface parking lots with an emphasis on those that front 400 South or areas that can easily access the station platform.
7. Encourage shared parking facilities between uses where applicable.
8. Focus on mixed-use development with commercial and residential uses along 400 South and the east side of 700 East. In remaining areas the primary redevelopment focus should be on residential uses.
9. If the Bennion Elementary School discontinues to be utilized as a school, the property should be redeveloped with an emphasis on residential uses along the frontages but much of the open space behind should remain, and be enhanced and available to the public.



10. Create mid-block connections that draw pedestrians to 400 South and specifically to the 900 East TRAX station. This should be emphasized between 300 South and 400 South where connections could more easily be created by linking existing rights-of-way such as, Laker Court and Strongs Court.
11. Encourage nonconforming manufacturing or warehousing uses to relocate to appropriate locations in the city.
12. Adopt zoning that promotes high density housing with appropriate design standards adjacent to Gilgal Gardens in order to activate and provide security for the park.
13. Mid-block crossings across 400 South should be considered adjacent to the Trax stop to help pedestrians to cross safely and to discourage jaywalking.

DRAFT

# **Attachment E**

## **Public Input**

March 6, 2012

Attn: Maryann Pickering, Principal Planner  
Salt Lake City Planning Division  
PO Box 145480  
Salt Lake City, Utah 84114-5480

Re: 400 South Livable Communities

Dear Ms. Pickering:

Let me begin by thanking you for your efforts on behalf of our neighborhood. I am deeply interested in its preservation and vitally concerned with any proposal that might negatively impact its well-being. Indeed, even the notion strikes me with trepidation and no small measure of alarm. Please allow me to give some historical perspective to my concerns.

More specifically, I wish to address the proposed 400 South plan with regard to two of the included blocks, having boundaries as follows: 700 to 900 East between 400 to 500 South. These two blocks include an elementary school (Bennion), two churches, one of them an historic landmark (L.D.S. Tenth Ward), a city park (Gilgal Gardens), a number of single family homes (my own included), and a community open space (corner lot playground of the school).

I have called the Bennion School neighborhood home for my entire life, as has my wife. We have chosen to stay in the byways of our youth and raise our children here. All of them have attended Bennion Elementary, as do several of our grandchildren at present. Over the years we have witnessed the vital role this school plays, not only in molding the lives of our children, but also in imbuing the neighborhood with character and stability. Our children are at once a reflection of our society and a portent of its future.

The historic Tenth Ward dates back to the original settlement of the Salt Lake valley, serving then as both school and religious meeting place. The L.D.S. Church has gone to great lengths to ensure its preservation and restoration. The Tenth Ward too has functioned as a community hub, engendering meaning into the lives of its parishioners and lending strength to common community ideals.

Gilgal Gardens is a unique sculptural treasure and an unequivocal community asset. Created by one of the Tenth Ward's past bishops, Thomas B. Child, it has drawn interest both locally and nationally. It remains a fascinating insight into folk art and shared religious heritage.

My children are fourth generation in the family home that I now live in. This victorian structure has served its occupants admirably (for more than a hundred years), as have a number of other homes in the referenced area. Combined, they bring a personality to the community and an integrity to its demeanor.

Now, more to the point of the matter. I am told that the proposed plan would better provide for the Trax ridership. I am perplexed. I thought Trax and the public transit system were

intended to serve the people, not visa-versa. To have it otherwise flies in the face of reason and would seem to me a clear case of the tail wagging the dog. The whole concept strikes me as absurd and would appear to constitute an instance of planning in reverse.

I have always understood good city planning to be balanced in its approach, conservative in its application, and protective of community interests in its overall implementation. Single family housing, community institutions, and neighborhood integrity are all vital aspects of the wholesome residential character that is its ideal, and together they provide the sought after stability of a well-balanced neighborhood. Any measure that would encroach upon, or otherwise threaten, the basic nature of such a community infrastructure would seem to me the direct antithesis of the kind of prudent foresight and conscientious planning conducive to the common weal and health of such a neighborhood.

I am an engineer by training and profession, and am accustomed to envisioning the likely outcomes of plans and designs. I was raised from two generations of architects and am wont to think myself attuned to considerations of functionality and usage. As well, and more importantly, I hope that I am sensitive to the people comprising the neighborhood and to their common concerns and aspirations. It is my perception that any attempt to up-zone the aforementioned area of which I speak would constitute a real and substantial threat to the community good and I am determined to fight against such an incursion.

I cannot but feel that turning our vibrant multi-faceted neighborhood into a high-rise feeder system for Trax would be a serious mistake and an unfortunate step backward for its residents. I wish to go on record as being adamantly opposed to such a measure. I will be more than glad to personally carry a petition throughout the neighborhood against its implementation, and will welcome the opportunity to address the planning commission regarding our concerns, should such responses be required. Please keep me informed as to the progress of this initiative so that I may meet it with commensurate counter-measures. Thank you.

Respectfully,  
a concerned parent, neighbor, and homeowner,



Kent Jackson Fetzer  
763 East 500 South  
Salt Lake City, Utah 84102-2905

Phone (801) 359-4463 HOME  
(801) 526-6222 WORK  
E-mail kjf@eastontp.com



cc: James E. Yapias, Principal  
Bennion Elementary School  
429 South 800 East  
Salt Lake City, Utah 84102

Bishop Randy Willardsen  
L.D.S. Salt Lake Tenth Ward  
821 East 500 South  
Salt Lake City, Utah 84102

Mary Lee Peters, President  
Friends of Gilgal Garden  
474 G Street  
Salt Lake City, Utah 84103

Gary Felt and Esther Hunter, Co-Chairs  
East Central Community Council  
606 Trolley Square  
Salt Lake City, Utah 84102

March 15, 2012

Attn: Terry Cano, Section Manager  
Architecture and Engineering Division  
The Church of Jesus Christ of Latter-day Saints  
50 East North Temple Street  
Salt Lake City, Utah 84150-0012

Re: Historic Tenth Ward -- Zoning Change

Dear Brother Cano:

I am writing to apprise you of a pending zoning change, now being advanced by Salt Lake City, that could substantially impact an historically significant Church site. I refer to the Salt Lake Tenth Ward Chapel and Meeting House, located on the corner of 400 South and 800 East. This historic building dates back to the original settlement of the Salt Lake valley, serving then as both school and religious meeting place. The Church has gone to great lengths to ensure its preservation and restoration. It is, I believe, the only extant structure remaining of the originally constructed ward meeting halls in the Salt Lake valley.

The Tenth Ward building has admirably served its parishioners from its inception to the present. This noble edifice is at once inspiring in its design and uplifting in its bearing; and, as well, carries in its provenance a notable historic heritage. From pioneer times onward it has functioned as a community hub, engendering meaning into the lives of its members and lending strength to common community ideals. President Hinckley recounted that it was within this building that he first received his testimony of the gospel. It has in recent times been seismically retrofitted and remodelled at no small expense and is listed as a national historic site. (I believe President Kimball himself interceding on its behalf). I have always thought the Tenth Ward particularly beautiful and edifying -- full of character and ennobling in its spirit. One would be hard pressed to match its simple comeliness and far-reaching significance. I am deeply interested in its preservation and anxiously concerned with any proposal that might negatively impact its well-being.

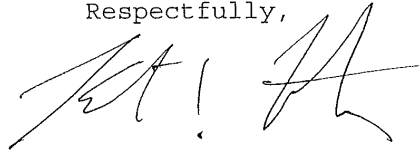
Now, to the heart of the matter. Although the proposed zoning change would not directly affect the Tenth Ward Building Site itself, it might as well. It would alter the zoning of the surrounding properties directly adjacent to it. This change would allow for the building of high-rise structures (up to 70 feet on the Fourth South side, and up to 50 feet on the Eighth East side) with very little frontage or parking required. It would thus serve to potentially hem in the Tenth Ward with discordant construction and ill-matched usages.

At the very least, albeit likely inadvertently, the City has shown insensitivity to the history and heritage of the area by

making statements like: "Review the appropriateness of and consider amendments to the boundaries of the Central City Historic District to remove those blocks and portions of blocks that front on 400 South from the historic district due to the lack of remaining historic Character." (400 South Livable Communities publication, February 2012.) At worst, they could set in motion developments that would significantly detract from a major historical site of both the City and the Church.

The City Planning and Zoning Department is still at a stage of soliciting and accepting public input (through the end of this month) regarding the proposed zoning changes. It would seem to me appropriate at this juncture for the Church to express its position regarding the proposed changes and their contingent impacts on its interests. I do not presume to instruct you on your course of action, but wish only to inform and alert you to matters potentially of bearing within your purview. I hope my efforts will prove useful in this regard and trust you will know best how to proceed.

Respectfully,



Kent Jackson Fetzer  
763 East 500 South  
Salt Lake City, Utah 84102-2905

Phone (801) 359-4463 HOME  
(801) 526-6222 WORK  
E-mail [kjf@eastontp.com](mailto:kjf@eastontp.com)

cc: Bishop Randy Willardsen  
L.D.S. Salt Lake Tenth Ward  
821 East 500 South  
Salt Lake City, Utah 84102

Grant J. Fetzer, Facility Specialist  
L.D.S. Salt Lake Tenth Ward  
452 South 800 East  
Salt Lake City, Utah 84102

Maryann Pickering, Principal Planner  
Salt Lake City Planning Division  
P.O. Box 145480  
Salt Lake City, Utah 84114-5480

March 23, 2012

Dear Editor,

Salt Lake City would seem to be acting with callous disregard in its proposed rezoning of the 400 South corridor. For some areas the change makes sense, for others it is wholly inappropriate.

For instance, within a two block area you have an elementary school (Bennion), two churches, one of them an historic landmark (L.D.S. Tenth Ward), a city park (Gilgal Gardens), a number of single family homes, and a community open space. The rezoning would incentivise developers to construct high-rise mixed commercial/residential structures there.

The City has also shown insensitivity to history and heritage in its pursuit of the plan. The Tenth Ward structure dates back to the original settlement of the Salt Lake valley, serving then as both school and religious meeting place. The L.D.S. Church has gone to great lengths to ensure its preservation and restoration. Yet the City seeks to "... remove those blocks and portions of blocks that front on 400 South from the historic district due to the lack of remaining historic Character." (400 South Livable Communities publication, February 2012.)

A major impetus behind the proposed development fast-tracking is to "... provide an important support base to the core area and transit ridership" and, more broadly, to foster "transit oriented development." (Ibid.) I am perplexed. I thought Trax and the public transit system were intended to serve the people, not visa-versa. This would appear to be a case of the tail wagging the dog, a sort of planning in reverse.

I have always understood good city planning to be balanced in its approach, conservative in its application, and protective of community interests in its overall implementation. Therefore, I believe the City should be held to a standard of thoughtful consideration, judicious deliberation, and measured action in its implementation of the City Master Plan. Anything less would be incompetence at best, and a violation of the public trust at worst.



Kent Jackson Fetzer  
763 East 500 South  
Salt Lake City, Utah 84102-2905

Phone (801) 359-4463 HOME  
(801) 526-6222 WORK

E-mail [kjf@eastontp.com](mailto:kjf@eastontp.com)



April 13, 2012

cc: Maryann Pickering, Principal Planner  
Salt Lake City Planning Division  
P.O. Box 145480  
Salt Lake City, Utah 84114-5480

Joyce P. Valdez, Community Liaison  
Office of the Mayor  
451 South State Street, Room 306  
P.O. Box 145474  
Salt Lake City, Utah 84114-5474

Luke Garrott, Councilman  
City Council Offices, Room 304  
451 South State Street  
Salt Lake City, Utah 84111

## 400 South Livable Communities

*Do you support zoning regulations that would allow more transit oriented development along 400 South between 200 East and 1000 East?*

Public comments as of April 17, 2012, 1:00 PM

All Participants around Salt Lake City



*As with any public comment process, participation in Open City Hall is voluntary. The statements in this record are not necessarily representative of the whole population, nor do they reflect the opinions of any government agency or elected officials.*

# 400 South Livable Communities

*Do you support zoning regulations that would allow more transit oriented development along 400 South between 200 East and 1000 East?*

## Introduction

The Planning Division is considering making master plan, zoning and historic district boundary changes to properties near the 400 University TRAX line. The areas where the changes are to occur are located near the Library, Trolley and 900 East stations. The proposal includes new zoning designations for the area which are designed to encourage transit oriented or mixed use development around the TRAX stations.

# 400 South Livable Communities

*Do you support zoning regulations that would allow more transit oriented development along 400 South between 200 East and 1000 East?*

---

As of April 17, 2012, 1:00 PM, this forum had:

Attendees:	303
Participants around Salt Lake City:	30
Hours of Public Comment:	1.5

## 400 South Livable Communities

Do you support zoning regulations that would allow more transit oriented development along 400 South between 200 East and 1000 East?

### All Participants around Salt Lake City

Scott Weaver in District 5

April 14, 2012, 11:35 AM

Living in close proximity to 400 S and TRAX I would like to state that I avoid 400 S whenever possible and never consider using TRAX. There is nothing convenient about either one. One could describe it as a transit disaster area.

It is amusing though, that current planners have to redo the work of previous planners so they can plan for the future where in the future other planners will redo their plan to make their own plan for the future and still never get it right. But I guess that is the role of government.

Let us hope that your rezone includes the Neff Floral property and forces the owner to do something with the blight they have provided the residents of SLC for over the past 20 years.

Anyone that is affected by a "Historic" designation should fight it to the death. You will never truly own your own property ever again.

---

Name not shown in District 6

April 11, 2012, 2:42 PM

I have already written off 400 south as a place to avoid because it is so congested, noisy, and unpleasant to navigate. I don't care what you do with it since I don't envision being compelled to go there again.

---

Name not shown outside Salt Lake City

March 31, 2012, 10:12 PM

Absolutely in support of this.

---

Sam Steele in District 3

March 31, 2012, 2:44 PM

Absolutely! This is long overdue and should have been done as soon as the TRAX line was planned for 400 South. Although better late than never, waiting so long really was a missed opportunity. I would encourage the planning division to do the same along the proposed streetcar line in the southern end of the city (and encourage South Salt Lake to do the same) if it hasn't already been done - don't wait for the line to be in for 10 years before making a change like this!

---

Name not shown in District 5

March 31, 2012, 10:16 AM

Yes, the area should be re-zoned to encourage multi-family and transit oriented development. The Trax line makes the area an extension of downtown and the University. Now all we have to do is convince UTA to reconnect downtown and the U without an annoying transfer.

Right now the 400 S. strip is a lost opportunity. I sometimes ride the 205 bus line to catch Trax (sometimes with kids) and walking the 1 block between stops is a bit of a nightmare for pedestrians because there are so many driveways coming out across the sidewalk. Since 400 S. is where lots of people connect from bus/Trax there ought to be more consideration of pedestrian accommodations -- especially at the Trolley station because the bus stop is a block away from the bus.



## 400 South Livable Communities

Do you support zoning regulations that would allow more transit oriented development along 400 South between 200 East and 1000 East?

### All Participants around Salt Lake City

The mall between 700 and 600 S doesn't quite do the trick for pedestrians, again because of all the driveways. It's nice to have some buildings out by the sidewalk, but there are too many cars crossing the sidewalk.

The designated bike route goes through the area at 600 S. and it always feels especially hazardous going past the busy driveways at the Smith's Marketplace. the 300 S. Bike route is generally a nicer way to get downtown.

I was glad to see that some of the Office Max parking lot has become available for transit riders.

---

Calvin Tribby in District 4

March 30, 2012, 5:04 PM

Yes, please allow more transit oriented development along 400 South. Concomitantly, the pedestrian environment needs to be enhanced for safety and reoriented for accessibility; this should include a decrease in the number of driveways allowable and a restriction on parking lots from fronting sidewalks to meet these needs, respectively. Hopefully these considerations will be addressed in the zoning regulations, in addition to allowing mixed land uses, higher densities, and no minimum parking requirements for development.

---

Name not shown in District 6

March 30, 2012, 3:17 PM

I totally support this and hope to see more transit oriented development happen along 400 S

---

Peter Makowski in District 7

March 30, 2012, 11:13 AM

This absolutely should happen. The 400 S trax line has been a wasted opportunity from an urban design and TOD stand point. The city has an opportunity to take advantage of an existing transit corridor and create a more walkable and pedestrian friendly environment. Granted, 400 S is a state highway and can only be so pedestrian oriented, but changing design standards along the corridor will at very least steer the area in the right direction for the future.

---

Name not shown in District 4

March 29, 2012, 10:39 AM

Yes, why hasn't this been done already? No brainer!

---

Barbara Gardner in District 4

March 29, 2012, 9:57 AM

I live a block and a half away from the 400 South corridor, and I wholeheartedly support these changes. Many other commenters are right about the current use being a slice of suburbia in the city, oriented around cars (going very fast!) rather than pedestrians and transit. Anything that makes the area safer and more inviting for pedestrians has my vote. I would also like to see an emphasis on locally-owned, unique businesses rather than chains, franchises, and big-box stores. I would love to see 400 South lined with businesses like Cafe Niche and Coffe Noir rather than Cafe Rio and KFC.

---

Derek Hardman in District 4

March 29, 2012, 9:37 AM

## 400 South Livable Communities

Do you support zoning regulations that would allow more transit oriented development along 400 South between 200 East and 1000 East?

### All Participants around Salt Lake City

The TRAX corridor along 400 South has long been a disappointment, offering all of the vices of car-oriented planning (strip malls, drive-thru restaurants, six lanes of traffic, etc) with none of its (hypothetical) virtues.

As many of the existing structure are approaching stages of retirement and renovation, it is *critical* that the City learn from its previous oversights and amend/clarify a plan/zoning strategy that facilitates high-density, transit-oriented development while providing an outline through which new "character" districts may emerge, or successfully merge with the pedestrian-friendly, transit corridor of Main Street in the CBD.

I fully support any action by the City that rebuffs efforts to install new car-oriented structures while a "master plan" for 400 South is drafted and approved.

---

Kyle Deans in District 5

March 29, 2012, 9:36 AM

I am completely in favor of these changes, and I am glad that they are finally coming to fruition. We haven't seen much urban growth along this corridor in the ten years since Trax has been opened, because there hasn't been appropriate zoning. This type of zoning won't do much to reduce our pollution in the valley, but it will create opportunities for growth in jobs and population while not increasing our pollution. 400 S and N. Temple both have huge potential to be very dense and vibrant urban corridors in Salt Lake City. With the ever expanding network or transit TOD will only increase in popularity. As was pointed out by in another comment, trends across the nation are pointing towards more city dwellers, young professionals and empty nesters are moving to urban nodes for many reasons. While I would prefer the zoning expand further than just the 400 S face of the blocks near a few of the stations, I understand the necessity to maintain the character of many of these neighborhoods and appreciate the planning departments efforts to balance both TOD and neighborhoods. I am anxious to see these master plans adopted and development to begin as SLC continues it's solid growth.

---

Keith Bartholomew in District 4

March 29, 2012, 9:23 AM

Yes I do support TOD regulations in the 400 South TRAX corridor. Creating an active, vibrant pedestrian-oriented environment along 400 South is critical to advancing Salt Lake City's quality of life. Right now, the street is a slice of suburban sprawl in the heart of our city. To turn that around, higher density, mixed use, pedestrian designed development needs to be encouraged to fill in vast parking lots and empty spaces. Small-scale open spaces/pocket parks are important, too.

---

Marshall Palm in District 4

March 29, 2012, 9:05 AM

I am glad that Luke Garrot is actively involved in the development along this corridor. As the 20 year owner of a single family home in the area we are keen to see that the neighborhoods are not further destroyed by landlords and ill- conceived apartment complexes with their associated social challenges.

---

Matthew Kirkegaard in District 6

March 29, 2012, 8:54 AM

I absolutely support these new zoning regulations. We need more mixed use, efficient living in our

## 400 South Livable Communities

Do you support zoning regulations that would allow more transit oriented development along 400 South between 200 East and 1000 East?

### All Participants around Salt Lake City

city. This would reduce our dependence on car transport, increase livability, decrease pollution, yield economic benefits in the area, etc. The list goes on and on. In short, this transit oriented development would be a boon for our city and the area in question. This is precisely the action Salt Lake should be taking as it moves into the future, in clear contrast to the "conventional" development of sprawl our state has supported for so long.

---

William Littig in District 3

March 29, 2012, 8:33 AM

TRANSIT ORIENTED DEVELOPMENT (TOD) TREATS THE CITY LIKE IT IS A GAME "SIMMS CITY". NINTH EAST IS A LOGICAL LIMIT AS EAST OF THERE WITH FEW EXCEPTIONS ARE SMALL RESIDENTIAL STREETS "NEIGHBORHOODS". THE RAIL SYSTEM SHOULD NOT BE DESIGNING THIS OR ANY CITY. RAILS HAS BEEN REMOVED BEFORE DUE TO TECHNOLOGY AND POPULARITY. THE CURRENT SYSTEM WAS INITIALLY DESIGNED TO COMPLIMENT THE BUS SYSTEM AND VICE VERSA. THAT PLAN HAS FAILED AND WE NOW HAVE LARGE AND GROWING PARKING LOTS AT MANY STATIONS. PRICES HAVE CONTINUALLY RISEN ALTHOUGH WE ARE TOLD THE SYSTEM IS A SUCCESS. WITH LARGE PARKING LOTS AT ALL "UTA" FACILITIES MAYBE WE NEED NEW LEADERSHIP AND PLANNERS INVOLVED IN THE CITY AND PLANNING. ALLOWING SEVEN STORIES NEXT TO SMALL HOMES AND THINKING THOSE NEW TENANTS WON'T HAVE CARS IS NOT REALITY IT IS CRUELTY.

---

Vincent Oles in District 6

March 29, 2012, 8:18 AM

I support this proposal. By allowing mixed use close to Trax and bus routes it will provide a more vibrant urban character to develop. Mixing residential, commercial and office uses will promote more activity 24/7, support a more walkable/bikeable neighborhood and encourage more use of mass transit . Consideration of more landscaping and public art along this corridor could provide shade in the summer and showcase some of the great talent we have in the State.

Studies indicate that more people will be moving to city centers to avoid long commutes and to be closer to the variety of activities and functions found in the urban core.

This plan would promote an active link between the University and downtown.

---

Shannon Orr in District 6

March 29, 2012, 7:59 AM

Yes, mass transit is necessary for our community and our environmental goals.

---

**From:** [Kirk Huffaker](#)  
**To:** [Pickering, Maryann](#)  
**Subject:** 400 South  
**Date:** Monday, April 16, 2012 11:16:04 AM

---

Hi Maryann

After our conversation last week, I'm formalizing my comments on behalf of UHF for the 400 South rezoning.

1) Regarding Gilgal Garden, we believe it is imperative to include the OS zoning category in those that require setbacks when adjacent to higher density zones such as the TSA 50 and 90 that are proposed and border the garden. Because sunlight is so important to the garden's well-being, all setbacks to the southwest and west will be important to maintain to allow as much sunlight to permeate the garden as possible.

2) Regarding the historic Rumel House on 500 East, we believe it would be best if the property be included in the TSA 90 zone that is proposed. It's our understanding that this will reduce the overall development potential directly on the property itself, which is better for preservation purposes. In addition, the proposed zoning will require a setback on future structures on the property adjacent from the south and west, therefore better respecting the scale of this adjacent historic property.

Thank you for considering our comments. Please contact me if there are any additional clarifications.

Kirk

Kirk Huffaker  
Executive Director  
Utah Heritage Foundation  
POB 28  
Salt Lake City, UT 84110-0028  
p: 801.533.0858 x 105  
[www.utahheritagefoundation.org](http://www.utahheritagefoundation.org)  
[www.slmodern.org](http://www.slmodern.org)

**From:** [cindy.cromer](#)  
**To:** [Pickering, Maryann](#); [Norris, Nick](#)  
**Cc:** [maha/mark.Barrani/Rex](#)  
**Subject:** RE: meeting on 400 S TSAs  
**Date:** Sunday, April 15, 2012 7:48:37 PM

---

all-I've just reread the East Downtown Master Plan (1990) in search of mistakes that the City has acknowledged making in the area and still have to go through the East Central Neighborhood Plan (1984). I realize that these plans are superseded by the Central Community Master Plan, but they are much more specific and they actually acknowledge where the City erred. Identifying those mistakes is critical to having any chance at getting it right this time.

There are numerous references to transfer of development rights in the East Downtown Plan, pp. 3, 4, 8, and 10. Transfer of development rights are also recommend as a tool in the Preservation Plan, which has now been sitting in the City Council office since January, 2010. c

(Just so I don't sound completely negative: The height restrictions to protect view corridors in the East Downtown have been remarkably well respected, well until the Public Safety Building. I am really amazed at how well the City has implemented them considering that the basis is a master plan and not a separate ordinance.)

---

---

**Subject:** meeting on 400 S TSAs

Nick and Maryann-Because my opposition is significant and the time line is now driven by the temporary zoning restriction, I am feeling an urgency to get together and talk about why what won't work on 400 S. I've organized my thoughts into--

1. the errors that the City has made in the past
2. the few, very few, good ideas it has implemented in the past
3. the concept of the Central City Historic District
4. the similarities and differences between 400 S and North Temple (The differences are why I have concluded that a points program similar to North Temple's will not work.)

I will fill in the bullet points on these topics somehow before we meet.

I am disappointed beyond speaking at the moment (the deficit won't last long) that the City invited Nadine Fogarty and Tim Van Meter here for the conference on North Temple and then failed to take advantage of their considerable expertise and ask them about the 400 S Corridor. Turns out that there is a transit corridor in Denver that hasn't seen any investment after 10 years. Getting their input was not your responsibility; I think the City was more interested in bragging about North Temple than in finding solutions on 400 S. I will be ranting about the failure to get Fogarty's and Van Meter's opinions on 400 S as soon as I have read their stuff. I don't want you to view my ranting as criticism of you in any way. Nick's presentation at the conference was very good and I hope he has an opportunity to recycle parts of it.

Maha Barrani who has lived for many years on the block north of the "residence inn," now apartments, would like to join us. She is a parent and self-employed. Her schedule is most open between 9 and 3. She has appointments this week Wednesday morning and Thursday from 12:00-1:00. Please let us know if you have any time open that would accommodate her schedule. Thursday morning won't work for me. Thanks so much, cindy



**From:** [Elizabeth Giraud](#)  
**To:** [400 South](#)  
**Subject:** RE: question about zoning specifics  
**Date:** Thursday, April 12, 2012 4:37:21 PM

---

Thanks, Maryann. When I look at the Future Land Use Plan, it looks like the proposed changes have missed most of the significant buildings, but not all.

*Elizabeth Giraud, AICP  
UDOT Architectural Historian  
(801) 965-4917  
UDOT Central Environmental  
4501 S. 2700 W./Box 148450  
Salt Lake City, Utah 84114-8450*

>>> 400 South <400South@slcgov.com> 4/12/2012 3:41 PM >>>

Hi Elizabeth.

Here is a draft of our changes. We are using the existing TSA zoning district, but making a few changes as you can see by this document.

Thank you. Maryann

---

**From:** Elizabeth Giraud [mailto:egiraud@utah.gov]  
**Sent:** Tuesday, April 10, 2012 2:28 PM  
**To:** 400 South  
**Subject:** question about zoning specifics

Hi.

Where can I find information regarding the specifics of the proposed zones depicted in the future land-use map for the 400 S. rezoning project?

Elizabeth Giraud

*Elizabeth Giraud, AICP  
UDOT Architectural Historian  
(801) 965-4917  
UDOT Central Environmental  
4501 S. 2700 W./Box 148450  
Salt Lake City, Utah 84114-8450*

**From:** [Kirk Huffaker](#)  
**To:** [Pickering, Maryann](#)  
**Cc:** [Elizabeth Bradley-Wilson](#)  
**Subject:** 400 South plan  
**Date:** Monday, April 09, 2012 5:04:11 PM

---

Hi Maryann

In viewing the recent 400 South TSA map, I noticed that the property at 365 S 500 E has been shaded the purple that equates to 90' height. The properties adjacent to the north have not been identified for rezoning as TSA. The property in question is the historic Eliza Gray Rumel House on which UHF has held a preservation easement since 2001. It was donated by a Rumel descendant before she passed away a few years later. Since an easement is placed on this property, condemnation, court, and acts of God are the only ways to remove or extinguish the easement. With this in mind, I'd like to request on behalf of UHF that SLC Planning reconsider rezoning this parcel and allow it to continue to be attached to the neighborhood zoning district to the north. This change would not only help preserve one of the oldest single family houses in east downtown, but could help UHF avoid a great amount of unnecessary legal and financial strain in defending its easement in the future.

Sincerely,  
Kirk

Kirk Huffaker  
Executive Director  
Utah Heritage Foundation  
POB 28  
Salt Lake City, UT 84110-0028  
p: 801.533.0858 x 105  
[www.utahheritagefoundation.org](http://www.utahheritagefoundation.org)  
[www.slmodern.org](http://www.slmodern.org)

**From:** [Lee Pettit](#)  
**To:** [Pickering, Maryann](#)  
**Subject:** 400 South Livable Communities  
**Date:** Thursday, April 05, 2012 3:35:55 PM

---

April 6, 2012

Ms. Pickering:

My name is Lee Pettit I am the President and co-owner of Western Garden Center at 550 South 600 East. I was informed by our landlord (also a WGC co-owner) the city is redoing the zoning ordinance that affects this property.

I would request your consideration of several things that could affect our business, were we to make any improvements that would trigger a change to our "grandfathered" current uses. Please include "office", "retail", "reception/dining" and "Trolley Square parking" for properties located to the west of Trolley Square.

Most of the properties to the west of Trolley are already offices, including "wrap-arounds" on both 500 and 600 South. Our current uses include a reception area, offices, our retail, and parking that we share with VCBO Architecture and Trolley Square (Trolley is currently not a formal lessee due to their insurance carrier exclusion which will hopefully be resolved). Our parking area use has helped minimize Trolley Square patron parking in adjoining residential neighborhoods at night. Trolley Square's grand staircase entrance faces west is directly across from our parking lot.

We hope that rezoning does not affect the traditional use of this property, particularly as we keep trying to improve both our property and our future, to keep up with the times while reflecting the history of both 600 East and WGC.

Thanks for your consideration. Lee Pettit

**From:** [Wray Feathers tone](#)  
**To:** [Pickering, Maryann](#)  
**Cc:** [Hasenberg, Angela](#)  
**Subject:** 900 East Station Zoning Proposals  
**Date:** Monday, April 02, 2012 9:03:57 PM

---

I am writing to express my concern with the proposed zoning changes of 400 South. I live at 958 East on 400 South. I live at the entrance to Fletcher court. I purchased my house because I wanted to be near downtown and like the feel of a neighborhood in the city.

I am concerned with the zoning changes proposed east of the Village Inn. There are 5 houses between The Village Inn and Fletcher court. These houses have been purchased by landlords, including the trax house that rent them out with no attention to how they impact the neighborhood. Starting with the trax house next to the Village Inn cars are parking on the lawns and yards are not taken care of, sidewalks are not shoveled, and garbage left around. I have called to register my complaints and get passed around with no results.

Parking on Fletcher court is an issue, when I remodeled my house I was told that Fletcher Court was a public street and therefore my house setback had to be 10 feet as stated in the code. When I call about parking I am told it is a private street and there is nothing enforcement can do. I had to change my construction plans. Which way is it?

I am worried that increasing the density of housing and rental residence will further degrade the neighborhood and as the city has been absolutely worthless in assisting the residents of Fletcher court with any of these problems.

The idea that minimum desired density is 10 dwelling units per acre is outlandish. I don't want to live next to apartments. I have invested my life savings in my house and this proposal destroys my investment. Our neighborhood on Fletcher court is owned by the residents with the exception of two houses. We have a great community with young kids and a community garden. Having this high density rezoning imposed upon us will destroy what we have built. I have no desire to be boxed in by 40 foot apartment buildings full of drunk college students. I already have to deal with the Wilshire condos, with christmas trees, beer bottles and anything they throw off their balconies, and when I call the police I'm told they can't do anything unless I know where it came from. There is a corporation that oversees these types of building and they should be cited for violations made by their members, and their president should be liable. It is unfair to us homeowners that they are faceless because they are a condo association. I am sure this will continue with the apartments if they are built to the west of me.

My experience with the city will guarantee that whatever promises they or their representatives make, they will be broken.

The rezoning should stop on the west side of 900 East.

I supported trax but have perpetual problems with the loudness of the squeaking wheels and we have never experienced any mitigation of the issue. The city put in really bright lights along the street saying it was required, but never told me that when I was the only person to attend the trax meeting. My house is lit up inside every night by these lights. This kind of imposition is unacceptable.

I am concerned about what kind of impact this will have on the neighborhood, and how the city will not work with us to mitigate its impact. I though the IHC construction across fourth south was ok in the beginning, but the noise from the construction especially Saturday mornings is unbearable. The noise from poorly secured plastic sheeting when it is windy has kept me awake three nights, but there is no one to call to resolve the problem. Who approved early Saturday morning work times. I was never asked. I am across the street, I cannot imagine the crap the apartment residents next to the construction are putting up with.

Firstly to resolve these problems there would need to be a liaison that we could call to resolve

construction noise and other impacts. It is unacceptable that I can be kept awake or otherwise impacted and can not get it resolved. Whoever signs off on these kind of projects should have to pass their cell and home numbers to all of us impacted so we can call them at any time when we are being impacted.

If this seem unreasonable, then it it unreasonable to impact us.

Secondly the city and the construction company as well as the financiers should have to put up a large escrow account as in \$100,000 dollars which, if they impact us, say with two days of flapping noisy plastic sheeting they should have to forfeit to those impacted if they do not act promptly to secure them. This happened with the IHC construction, they sheeted it poorly before a storm and there was no one to call. The police did not even know who to contact. That is unacceptable. I was kept awake for two nights because it was a weekend.

My house is my investment for my retirement. If the city does what they propose they destroy my retirement. The city has failed to mitigate issues that are already ongoing with the rentals along 400 South, my calls are pushed around into someone's voice mail and never returned.

Until the city shows some interest and ability to mange things I am opposed to any changes in my neighborhood. It is not progress, it is profit driven. Enforce the rules about parking in front lawns, how many cars can be parked in a yard, how many units can be rented, how many people can live there, and I may be convinced that this could be a good move. Otherwise this plan is destructive to the fiber of my neighborhood and I absolutely oppose it.

Wray Featherstone  
958 East 400 South  
Salt Lake City, UT 84102  
801.414.3064

Sent from my iPad

**From:** [Andrew Wilder](#)  
**To:** [Pickering, Maryann](#); [400 South](#)  
**Cc:** [Andrew Wilder](#); [Elizabeth Neilson](#)  
**Subject:** 400 South Livability Project  
**Date:** Friday, March 30, 2012 3:21:19 PM

---

To whom it may concern,

Seven years ago I moved to Salt Lake City to attend graduate school at the University of Utah. That same year, I purchased a single-family residence located at 438 Fletcher Court. After leaving the university I remained in Salt Lake, and for the past two years have worked as a software engineer for a small, biomedical device company located in Sugarhouse. I continue to live in the same house, and plan to remain here for the foreseeable future.

My decision to live in the 400S 900E area was based on many factors. The most prominent of which were: affordability of housing, proximity to TRAX and the University, and ease of access to the various shops and amenities necessary for modern urban life. I chose Fletcher Court specifically, because it is a comfortable and quiet street with modest houses and welcoming neighbors.

As someone with an engineering background I fully support the goals of guided community development. More often than not our wealth of space and reliance on automobiles leads to chaotic sprawl poorly suited to pedestrian or centralized transit models. Urban planning is a means of ensuring that communities develop in an organized manner increasing livability for all, especially the most affected stakeholders. Overall, the 400 South Livability Project appears to be a well thought out plan that will greatly benefit Salt Lake and the communities bordering the transit corridor. There are several areas, however, where the plan could be improved.

1) The S/E corner of the 400S 900E intersection, currently designated as TSA Core, and the region directly to the East, currently designated as TSA Transition should be re-designated as residential to fit the existing character of this area. As a resident of this block, I strongly feel that development fitting the TSA Core and TSA Transition designation would adversely impact the neighborhood's stable, residential, family-centered character. The presence of the Wilshire apartment building - which at 70+ feet towers over the single story houses - presently exerts a tremendously negative impact on atmosphere of Fletcher Court. Addition of another 70 foot building at the S/E corner of 400S 900E and a row of 45 foot buildings on the North side of the block would effectively destroy the vitality and character of this area. Additionally, the increased demand for parking would exceed the already limited supply. While I recognize the need for more high-density housing to accommodate Salt Lake's growing population, I feel the apartment building currently located just south of this corner already meets the spirit of this goal in an unobtrusive manner.

2) The plan should explicitly identify areas to be used as public green space. It is not enough simply to require that developers devote 10% of lot area to open space. This requirement could be met by private, enclosed court yards - which would not benefit the community. Clearly it is difficult to convince owners of valuable private real estate to convert land to non-income producing open land. Thus, incentives for such actions need to be generous and clearly articulated. Additionally, areas currently owned by the public could be repurposed as parks. For example, 800 E from 300S to 500S could be converted from vehicular use into



park and pedestrian use.

3) The plan should explicitly encourage the development of pedestrian-only commercial zones where individuals are explicitly protected from cars. Pedestrian-only streets are a common part of nearly all European cities and are instrumental in engendering a sense of livability and encouraging widespread adoption of a pedestrian or public transit model. Many US cities have created such spaces - One example is Perl St. in Boulder, CO. Another example - in Salt Lake - is the portion of Main Street between North Temple and South Temple.

4) The plan should include stipulations requiring retail use in the majority (>80) of ground floor space. Commercial retail spaces foster an inviting atmosphere, whereas ground floor residential spaces create an atmosphere of exclusion for passing pedestrians. Small, proprietor-owned shops that sell items affordable to intended residents should be explicitly incented. Proprietor-owned shops are a key ingredient to the formation of livable tight-knit communities. Shops covering the range of basic necessities should be present on each block; this will specifically facilitate the ability of residents to live without automobiles. Restaurants and other commercial operations that encourage people to gather and interact with one another should be incented. Chain businesses should be explicitly discouraged.

5) The plan should specifically address measures for encouraging a broad population profile. Specific attention should be given to encouraging typically alternative categories such as art and music production. Healthy communities are more often than not composed of individuals engaged in a broad spectrum of economic activities.

6) Plans for accommodating increased parking demand should be explicitly addressed. The increase in high-density housing will inevitably increase the demand for parking. Facilities for parking should be built by the city. Additionally, a parking accommodation plan should be required of every high-density housing unit developer.

As is, The 400 South Livability Project represents a tremendous opportunity to create a truly healthy urban environment geared towards pedestrian and centralized transit. Inclusion of the provision I have outlined, would, I feel, help the plan foster growth of an even more attractive and self-sustaining community.

Sincerely,  
Andrew Wilder  
438 Fletcher Court  
Salt Lake City, UT 84102

**From:** [Elizabeth Neilson](#)  
**To:** [Pickering, Maryann; 400 South](#)  
**Subject:** Regarding "Livable Communities" - 900 E and 400 S  
**Date:** Friday, March 30, 2012 11:20:27 AM

---

Dear Ms. Pickering,

As a resident of Fletcher Court (950 E at 400 S), an area affected by the proposed rezoning, I would like to add my perspective to the conversation.

I was present at the second community open house in mid-March and spoke for some time with several members of the planning division. Upon leaving the event, I had the impression that the division wishes sincerely to create the most agreeable possible environment for future residents, without failing to consider existing residents in affected areas.

At the core, I am fully in support of a more walkable, residential/commercial environment close to public transit. However, there are several particulars in the current plan that I believe will compromise current residents' quality of life to an excessive and unnecessary degree.

First, if there is "high density" housing on both west and east sides of 900 E, moving to "transition" housing bordering Fletcher Court's western side, how will parking be arranged? Even if the "target audience" for these units is the university population, I speculate that the vast majority of people will have at least one car. Being realistic, Salt Lake simply does not have the high-functioning network of public transit to warrant car-less-ness for all but the most deliberate individuals. The ensuing traffic jams around the 900/400 intersection would certainly influence negatively Fletcher's residents. A parking structure abutting our street would give it much less of a welcoming, commerce- and residence-based, urban feel than the desired plan intimates, and widening either 900 E or 400 S to accommodate greater circulation would make the area feel less like a neighborhood and more like a 700 E... nearly an interstate. One way to alleviate this density and unsightliness without curtailing the project is to limit the highest density housing to the west side of 900 E. There is already less residential conflict on this side of the street, and the total number of residents, and thus cars, would be somewhat reduced.

A less tangible but equally important consideration is the personality of the 900 E/400 S area. Fletcher Court has a distinct and attractive personality, which even the planning division has acknowledged in not adding the street to the area under consideration for rezoning and therefore, eventual modification. If part of the draw for would-be apartment dwellers is the proximity of a hip, hidden oasis like Fletcher Court and East Place, then choking these streets with tall buildings and traffic jams is certainly counterproductive, as it will dispirit this unique community considerably. Therefore, although retaining the view and the privacy of Fletcher Ct. and East Pl. is of personal interest to me, it is also in the interest of the planning division if it wishes to attract the sort of people who will add further urban vitality to our neighborhood in particular and to the light rail environs in general.

All that being said, I am in support of higher-density housing near the arteries of public transit. If the highest-density housing ended on the west side of 900 E, such changes would be much more realistic and create higher quality of life for the residents of Fletcher Court and East Place. On the east side of 900 E, housing

should be present at a maximum density of "transition" in the current location of the Village Inn, grading to 20-foot structures in the location of the current rental houses along 400 S. Parking structures should be created in the current vicinity of Office Max, which is already established as a non-residential area. Ground-floor businesses in the 900 E/400 S vicinity would be a great boon to all, even the residents of Fletcher. However, the greatest degree of cohesion will be attained if these spaces offer practical services to real residents, such as groceries and sundries. Restaurants and bars can absolutely cater to the real residents, as can specialty boutiques. These would all be welcome additions to create a more vibrant and livable atmosphere along Trax. However, if these are present to the exclusion of commerce that promotes a walk-able, practical, local life for residents, then the dense urban living experiment cannot fully be a success. In short, if there is housing added to the east side of 900 E, there should also be a small grocery store. There should be such a store on every rezoned block. This increases dramatically the "livable" nature of the communities under consideration.

In conclusion, I am writing to protect my own vested interests in the life I have created on Fletcher Court. Because this street is filled with other long term inhabitants like myself, we have an enviable and beautiful community. Others who see it appreciate its uniqueness and relaxing tone. Enclosing it on multiple sides by high-rise buildings will stymie our quality of life and privacy, and may even cause residents to search elsewhere for homes. However, the current proposed rezoning of the east side of 900 E is also not in the best interests of Salt Lake City. Another traffic jammed area does nothing for livability, and apartment blocks lacking in personality-charged surroundings do not attract the demographic that I expect the city would like to see along Trax. Therefore, I request that you consider limiting the 70-foot building zone to the west of 900 E, as well as parking. I also implore that you prioritize grocery stores and restaurants/bars above boutiques in our neighborhood, although the latter are welcome if the former are accounted for. It is my sincere belief that with these measures in place, Salt Lake can move forward in improving its urban personality and livable downtown, while maintaining the flair and character of older neighborhoods and their long-term residents.

Yours Sincerely,

Elizabeth Neilson  
438 Fletcher Ct

**From:** [Esther Hunter](#)  
**To:** [Pickering, Maryann](#)  
**Subject:** Fw: 400 South  
**Date:** Wednesday, March 28, 2012 7:41:36 AM

---

Here is the feedback that I have from Kathy. best, e

-----Original Message-----

From: Kathy Scott <kscott724@gmail.com>  
Date: Wed, 28 Mar 2012 01:02:06  
To: <estherehunter@live.com>  
Subject: Re: 400 South

Indeed I am very concerned about the proposal to include the property SOUTH of Village Inn as TSA UN Core and the property EAST of Village Inn as TSA UN Transition.

Clearly, the block (900 to 1000 East and 400 to 500 South) includes property within 300 feet of a TRAX station. However, the block has significant history and integrity as a neighborhood with historic homes.

- \* Both East Place and Fletcher Court are "court" streets lined with homes dating back to 1910 or before. To designate the portions of 900 East and 400 South that provide entrance to the courts as appropriate for dense and very tall structures would profoundly and negatively affect the character, charm, access, and property values of the narrow historic courts.
- \* Also, the proposed changes would eliminate a smooth transition from core to residential. Keep in mind that Village Inn is the only commercial use on either block face and completely out of character with the residential nature of the rest of the block faces.
- \* The best position expression for eliminating the proposed changes (or considering them to be an error) is the description of the plan/designation on the postcard sent to residents: a plan for "400 South between approximately 300 East and 900 East." Yes, 900 East is clearly a demarcation boundary between commercial, higher density property and an historic home neighborhood.

Please share my thoughts with the appropriate task groups.

Kathy Scott  
(801) 322-5288

**From:** [Judi Short](#)  
**To:** [Pickering, Maryann](#)  
**Subject:** 4th south  
**Date:** Monday, March 26, 2012 4:05:30 PM

---

I see this is on the agenda for the PC on 3/28. Is this just a briefing? No action? I have serious concerns and worries about Gilgal Garden, and would like to be able to talk about it, but cannot attend this meeting. Can you tell me the timeframe as this goes forward? Judi

--  
Judi Short

**From:** [Lon Clayton](#)  
**To:** [Pickering, Maryann](#)  
**Cc:** [Lee Pettit](#)  
**Subject:** 400 South Livable Communities  
**Date:** Thursday, March 15, 2012 5:28:56 PM

---

Ms. Pickering,

I attended the recent Open House at Trolley Square regarding the Transit Station Area Zoning proposals. I am the principal of Clayton Properties I, LLC, which owns the Western Garden Center property at 550 South 600 East. (Western Garden Center is also my employer.) While we are not directly in a Transit Station Area Zoning, we are affected. John explained to me the potential Mixed Use Zoning for our property as envisioned.

I request that "office" (not just retail) be included for currently commercial properties on the west side of 600 East between 500 South and 600 South. I also request "Trolley Parking" be included for this same area, as it is on the south side of 600 South between 600 East and 700 East.

Include office in Mixed Use -

Currently "office" is either the only use or at least a significant component for the properties, including corners, along the west side of 600 East between 500 South and 600 South. The sole exception is an apartment building which - based solely on age - may be ripe for redevelopment. While Western Garden Center is a nursery, we have well over 10,000 sq ft of office on our property, including a portion of the VCBO Architecture building and well as our company offices which serves all 3 of our stores. I feel this traditional use should be respected and allowed to continue into the future, to survive property improvement, redevelopment and/or sale. Limiting the commercial component of Mixed Use Zoning to "retail only" in this particular block would force property owners and potential shop-owners to compete (probably poorly) with Trolley Square retail across the street. I feel the current (and future) office space users in this one block stretch of one side of the street (architecture, art gallery, interior design, retail store offices) would not otherwise be downtown high-rise office users.

Include Trolley Parking in Mixed Use -

Traditionally, VCBO Architecture and Western Garden Center have offered nighttime parking to Trolley Square and its patrons which parking significantly reduces the street parking overflow from Trolley Square into adjoining residential areas. Allowing the current and future property owners on the west side of 600 East between 500 South and 600 South the option of continuing to get "double use" of our parking lots for our daytime and Trolley's nighttime use is economically beneficial to us and beneficial to the community by reducing Trolley nighttime patron parking in nearby residential neighborhoods.

(We currently - temporarily - do not have a parking agreement with Trolley, because of insurance issues, time of use issues, potential change of Trolley ownership, and the fact that they are currently way under leasing capacity, and therefore don't have all the tenants - and parking customers - they want and need.)

Either restriction (limiting commercial to retail only instead of including office, and implicitly restricting Trolley parking) of this west side of one block of 600 East will



not benefit the nearby residential neighborhoods. Virtually all automobile traffic on this one block is and will be non-residential - because of Trolley Square - for the foreseeable future. Permitting future flexibility of present and potential property owners to include office use and Trolley parking use honors current use and makes sense for the future.

I, of course, understand redevelopment plans require City approval so it isn't like I think this request gives property owners carte blanche, but it does allow both the owners and the City more flexibility to agree on a "best use" mutually benefitting the city, the nearby neighborhoods, and the property owners.

Incidentally, our intent is to continue our Western Garden Center business, we have no re-development plans for the known future. I speak now because the last rezoning of our property was to Neighborhood Commercial which is designed for and limited to properties perhaps only 1/10 of our property size. I hope now for zoning which will reflect our parcel size, our present continued use, compatibility with our adjoining 600 East commercial neighbors, and provide for future use all at the same time.

If you wish to post my comments publicly, please do me (and the public) the favor of editing the long-winded explanatory background so as to make this short enough to be readable!

Respectfully,

Lon Clayton  
Western Garden Center  
550 South 600 East  
Salt Lake City, Utah 84102  
801-364-7871  
[lon@westerngardens.com](mailto:lon@westerngardens.com)

**From:** [Norris, Nick](#)  
**To:** ["cindy.cromer"](#)  
**Cc:** [Pickering, Maryann](#)  
**Subject:** RE: 400 South Transit Workshops  
**Date:** Tuesday, February 21, 2012 7:55:26 AM  
**Attachments:** 02-14-12 Central Community Master Plan 400 South amendment.docx  
400 South Proposed Changes.pdf

---

In order for comments to get in the Planning Commission packets, we need them one week before the meeting. If they are received after that, they get emailed to them up to the day of the meeting, at which point they receive a copy just prior to the meeting. I am unsure what the deadline for the City Council is, but I believe they follow a similar protocol.

The Landmarks Commission will have a public hearing on the changes and we will ask them to make a recommendation. I expect both the PC and HLC to be briefed in March and hold public hearings after that, likely in April depending on feedback from stakeholders and info received at the briefings. Maryann can correct me if I have some of the dates wrong.

I have attached a copy of the modifications to the Central City master Plan and the proposed map. I had to reduce the file size of the map dramatically, so let me know if the version in this email is not legible. We are working on a simpler, easier to read version of the changes and the changes to the zoning ordinance identified in the map. We do expect changes to occur before we hold public hearings. Let us know what you think and we can talk about it at the open houses.

Nick Norris  
Planning Manager  
Salt Lake City Planning Division  
801-535-6173  
[nick.norris@slcgov.com](mailto:nick.norris@slcgov.com)

---

**From:** cindy.cromer [mailto:[3cinslc@live.com](mailto:3cinslc@live.com)]  
**Sent:** Monday, February 20, 2012 2:29 PM  
**To:** Norris, Nick  
**Subject:** FW: 400 South Transit Workshops

Nick-I got the o-o-o message. Can you respond in Maryann's absence? c

---

**From:** [3cinslc@live.com](mailto:3cinslc@live.com)  
**To:** [maryann.pickering@slcgov.com](mailto:maryann.pickering@slcgov.com)  
**Subject:** RE: 400 South Transit Workshops  
**Date:** Mon, 20 Feb 2012 14:26:08 -0700

Maryann-Thanks for the announcement of the meetings. A couple of questions:  
Could you remind me of the deadline for getting the proposal to the Planning Commission and then the City Council? (I think it should go to Landmarks too because of the Central City Historic District and the proximity to the Trolley Square Site.)  
Is there a draft document available to read prior to the meetings, either in-house or public?

Thanks,  
cindy cramer

---

From: Maryann.Pickering@slcgov.com  
To: Maryann.Pickering@slcgov.com  
Date: Fri, 17 Feb 2012 12:38:42 -0700  
Subject: 400 South Transit Workshops

Hello.

Please see the attached notice for two upcoming meetings regarding the 400 South study that the Planning Department has been working on.

Thank you and we hope to see you there.

Maryann Pickering, AICP  
Principal Planner  
Salt Lake City Planning Division  
451 South State Street, #406  
PO Box 145480  
Salt Lake City, UT 84111-5480  
(801) 535-7660

**From:** [Judi Short](#)  
**To:** [Pickering, Maryann](#)  
**Cc:** [Dansie, Doug](#); [Paterson, Joel](#)  
**Subject:** Re: 400 South Transit Workshops  
**Date:** Friday, February 17, 2012 4:16:52 PM

---

I just skimmed through this report, let me tell you my concerns. I'm the Utah State University Master Gardener in charge of the Gilgal Garden. I am also on the Friends of Gilgal Gardeen (FOGG) Board. Right now, the environment around this park is pretty good, and we don't have too many undesirables in the park, that I am aware of. However, I have a big concern about the Wonder Bread factory. They have just declared Chapter 13, or some variation. I've been told, by someone that works there, that they have plans to move to the west side somewhere down the line. That may have changed since their financial problems began. If that parcel redevelops, it will have a big impact on the Gilgal Garden. The factory is a huge buffer on the west side of the garden. If someone takes that building out, the whole ecosystem in that garden could change, and we should be cautious of that. I like the concept of 3-5 story apartments up against the street along 400 South, but would not be in favor of that at the rear of the parcel, because a tall building could produce too much shade. We could live with a paring terrace on the south part of that parcel that isn't more than two stories high, and if it had a wall on the garden side, or at least chain link up the east side of the parking terrace. The park is secured at night and we don't want people to be able to access the park through that parking lot or terrace. Thank you. Judi Short

On Fri, Feb 17, 2012 at 12:38 PM, Pickering, Maryann  
<[Maryann.Pickering@slcgov.com](mailto:Maryann.Pickering@slcgov.com)> wrote:

Hello.

Please see the attached notice for two upcoming meetings regarding the 400 South study that the Planning Department has been working on.

Thank you and we hope to see you there.

Maryann Pickering, AICP

Principal Planner

Salt Lake City Planning Division

451 South State Street, #406

PO Box 145480

Salt Lake City, UT 84111-5480

**From:** [cindy.cromer](#)  
**To:** [Pickering, Maryann](#)  
**Subject:** Powerpoint and District boundaries  
**Date:** Wednesday, October 05, 2011 9:55:57 AM

---

Maryann-Thanks for all the effort you and the A Team put into the open house. The turnout was discouraging and reminded me of a parents' group I held years ago. NO ONE showed up, not even the supposed co-therapist who had a meltdown that night when he learned that his daughter had not been attending school!

Could you send the Powerpoint presentation that you prepared? I didn't want to ask for a "private showing" at the open house.

Also, the boundaries of the National Register District for Central City may be useful. Barbara Murphy or Nelson Knight at SHPO could help you because only the buildings within the National boundaries would be eligible for Federal tax credits. Janice and Carl may also have the info. c

**From:** [Darv Andersen](#)  
**To:** [400 South](#)  
**Subject:** Trash Trucks and expanding zoning variances  
**Date:** Tuesday, October 04, 2011 3:07:05 PM

---

Unfortunately, I didn't get involved earlier with this and missed the meeting last night.

I have 2 suggestions to add to some of the other input from residents:

- 1) Noise reduction between the hours of 10am and 7am: There are constant garbage trucks in the area that come at odd hours to commercial buildings. We constantly have garbage picked-up next to our home between 1am and 6am.
- 2) Zoning restrictions on residential houses: There are height restrictions that prohibit 3 story homes or using more of the land than 60% that would help build larger homes in the area. Variances are difficult to acquire or take too long to get that would allow roof top decks (from what I know, a roof top deck is considered a story when this isn't the case) or more garage space (from a conversation with an employee of planning and zoning there can't be more than 50% front of house as garage). Creating more parking needs to be encouraged. We constantly hear complaints from residents that there isn't enough parking for visits. Off street parking should be encouraged and variances shouldn't be required to add a wider garage to a house when the setbacks aren't breached.

Thanks. It appears that other issues that I had were brought up by others. I appreciate the opportunity to add to others.

**Darv Andersen**  
801-554-8526



**From:** [james.cowley](mailto:james.cowley)  
**To:** [ray.kingston](mailto:ray.kingston); 400 South  
**Cc:** [Carolyn Abravanel](mailto:Carolyn.Abravanel); [Arla Funk](mailto:Arla.Funk); [Jo-Ann Wong](mailto:Jo-Ann.Wong); [Robert Austin](mailto:Robert.Austin); [Scott Wood](mailto:Scott.Wood); [Tobin Atkinson](mailto:Tobin.Atkinson); [Bruce Spiegel](mailto:Bruce.Spiegel); [Sue Heath](mailto:Sue.Heath); [Andrew Shaw](mailto:Andrew.Shaw); [Bob Springmeyer](mailto:Bob.Springmeyer); [Bonnie Stevens](mailto:Bonnie.Stevens); [Ken Sanders](mailto:Ken.Sanders); [Dave Mash](mailto:Dave.Mash); [Randy Holladay](mailto:Randy.Holladay); [Don Roylance](mailto:Don.Roylance); [Dave Jolley](mailto:Dave.Jolley); [Derek P Jensen](mailto:Derek.P.Jensen); [Greta DeJong](mailto:Greta.DeJong); [John deJong](mailto:John.deJong); [Lynne Van Dam](mailto:Lynne.Van.Dam); [Palmer Depaulis](mailto:Palmer.Depaulis); [Ed Firmage](mailto:Ed.Firmage); [Freddie Nebeker](mailto:Freddie.Nebeker); [Linda M Fontenot](mailto:Linda.M.Fontenot); [Mary Fresques](mailto:Mary.Fresques); [allene fowler](mailto:allene.fowler); [Bradley Gubler](mailto:Bradley.Gubler); [Bob Guymon](mailto:Bob.Guymon); [Greg Thompson](mailto:Greg.Thompson); [Larry Goldsmith](mailto:Larry.Goldsmith); [Stephen Goldsmith](mailto:Stephen.Goldsmith); [The Luke Garrott Campaign](mailto:The.Luke.Garrott.Campaign); [Esther E. Hunter](mailto:Esther.E.Hunter); [Creed Haymond](mailto:Creed.Haymond); LON JENKINS; [Joan Woodbury](mailto:Joan.Woodbury); [Jean Irwin](mailto:Jean.Irwin); [Jean Welch Hill](mailto:Jean.Welch.Hill); [Jeff Bair](mailto:Jeff.Bair); [Kait Kingston](mailto:Kait.Kingston); [Erik Kingston](mailto:Erik.Kingston); [Keri Nichols](mailto:Keri.Nichols); [Kyle J. Bettit](mailto:Kyle.J.Bettit); [Elise Lazar](mailto:Elise.Lazar); [Love, Jill](mailto:Love.Jill); [Linda Caine](mailto:Linda.Caine); [Willie Littig](mailto:Willie.Littig); [Ray Wheeler](mailto:Ray.Wheeler); [jim williams](mailto:jim.williams)  
**Subject:** Re: 400 South re-zoning  
**Date:** Friday, June 03, 2011 6:21:25 PM

---

Mr. Kingston,

That is a terrific letter articulating a much needed rational and thoughtful approach. God knows that the public at large needs government to protect us against those marauding developers who will in their search for profit sacrifice our lifestyle. I do hope it is read and understood by those with political responsibility to our citizens.

James P. Cowley

---

**From:** ray kingston <[enteleki.ray@gmail.com](mailto:enteleki.ray@gmail.com)>  
**Date:** Fri, 3 Jun 2011 17:17:01 -0600  
**To:** <[400South@slcgov.com](mailto:400South@slcgov.com)>  
**Cc:** Carolyn Abravanel <[abravanel.cc@gmail.com](mailto:abravanel.cc@gmail.com)>, Arla Funk <[afun@comcast.net](mailto:afun@comcast.net)>, Jo-Ann Wong <[cameragirl84109@gmail.com](mailto:cameragirl84109@gmail.com)>, Robert Austin <[utahrobert@msn.com](mailto:utahrobert@msn.com)>, Scott Wood <[abstractlabs@gmail.com](mailto:abstractlabs@gmail.com)>, Tobin Atkinson <[tobinatkinson@hotmail.com](mailto:tobinatkinson@hotmail.com)>, Bruce Spiegel <[brucepiegel00@msn.com](mailto:brucepiegel00@msn.com)>, Sue Heath <[sue.heath@slc.k12.ut.us](mailto:sue.heath@slc.k12.ut.us)>, Andrew Shaw <[ashaw@slcpl.org](mailto:ashaw@slcpl.org)>, Bob Springmeyer <[bobspring@bonnevilleresearch.com](mailto:bobspring@bonnevilleresearch.com)>, Bonnie Stevens <[bhsartsmaven@gmail.com](mailto:bhsartsmaven@gmail.com)>, Ken Sanders <[ken@dreamgarden.com](mailto:ken@dreamgarden.com)>, Dave Mash <[davemash1@comcast.net](mailto:davemash1@comcast.net)>, Randy Holladay <[drholladay@msn.com](mailto:drholladay@msn.com)>, Don Roylance <[roylanced@gmail.com](mailto:roylanced@gmail.com)>, Dave Jolley <[davejolley@msn.com](mailto:davejolley@msn.com)>, Derek P Jensen <[djensen@sltrib.com](mailto:djensen@sltrib.com)>, Greta DeJong <[greta@catalystmagazine.net](mailto:greta@catalystmagazine.net)>, John deJong <[john@catalystmagazine.net](mailto:john@catalystmagazine.net)>, Lynne Van Dam <[lynnevandam@mac.com](mailto:lynnevandam@mac.com)>, Palmer Depaulis <[palmer@utah.gov](mailto:palmer@utah.gov)>, Ed Firmage <[efirmage@xmission.com](mailto:efirmage@xmission.com)>, Freddie Nebeker <[mfnebeker@xmission.com](mailto:mfnebeker@xmission.com)>, Linda M Fontenot <[go2hebgen@aol.com](mailto:go2hebgen@aol.com)>, Mary Fresques <[mary@artistjohnbell.com](mailto:mary@artistjohnbell.com)>, allene fowler <[allenefl@comcast.net](mailto:allenefl@comcast.net)>, Bradley

Gubler <[bradleygubler@yahoo.com](mailto:bradleygubler@yahoo.com)>, Bob Guymon  
<[parkerkipling@yahoo.com](mailto:parkerkipling@yahoo.com)>, Greg Thompson <[greg.c.thompson@utah.edu](mailto:greg.c.thompson@utah.edu)>,  
Larry Goldsmith <[lgoldsmi76@msn.com](mailto:lgoldsmi76@msn.com)>, Stephen Goldsmith  
<[stgoldsmith@gmail.com](mailto:stgoldsmith@gmail.com)>, The Luke Garrott Campaign  
<[lukegarrottcampaign@gmail.com](mailto:lukegarrottcampaign@gmail.com)>, "Esther E. Hunter"  
<[estherehunter@hotmail.com](mailto:estherehunter@hotmail.com)>, Creed Haymond <[jchaymond@yahoo.com](mailto:jchaymond@yahoo.com)>,  
LON JENKINS <[lajenkins@joneswaldo.com](mailto:lajenkins@joneswaldo.com)>, Joan Woodbury  
<[joan@ririewoodbury.com](mailto:joan@ririewoodbury.com)>, Jean Irwin <[jeantokudairwin@gmail.com](mailto:jeantokudairwin@gmail.com)>,  
james cowley <[pcow@comcast.net](mailto:pcow@comcast.net)>, Jean Welch Hill  
<[jwhill4ag@gmail.com](mailto:jwhill4ag@gmail.com)>, Jeff Bair <[jeff\\_a\\_bair@hotmail.com](mailto:jeff_a_bair@hotmail.com)>, Kait  
Kingston <[kait@theperformerstudio.com](mailto:kait@theperformerstudio.com)>, Erik Kingston  
<[erik.kingston@gmail.com](mailto:erik.kingston@gmail.com)>, Keri Nichols <[kerinichols1@yahoo.com](mailto:kerinichols1@yahoo.com)>, "Kyle  
J. Bettit" <[kylebetit@yahoo.com](mailto:kylebetit@yahoo.com)>, Elise Lazar <[eliselazar@xmission.com](mailto:eliselazar@xmission.com)>,  
Jill Love <[jill.love@slcgov.com](mailto:jill.love@slcgov.com)>, Linda Caine <[go2hebgen@mac.com](mailto:go2hebgen@mac.com)>,  
Willie Littig <[williamlittig@hotmail.com](mailto:williamlittig@hotmail.com)>, Ray Wheeler  
<[Ray.wheeler@earthlink.net](mailto:Ray.wheeler@earthlink.net)>, jim williams <[jimwilms@yahoo.com](mailto:jimwilms@yahoo.com)>  
**Subject:** 400 South re-zoning

Ms. Pickering,

Your offer for resident's input regarding the up-zoning of this corridor from the Center to the University is very much appreciated. I have lived within the the University neighborhood since 1952, residing now at 1070 East 400 South. I own two properties, my private residence and a triplex, located at 416-18-20 South 1100 East. During the mid-60's, I was recruited to donate my time to prepare a comprehensive study of the quality and quantity of residential units located

between South Temple and 900 South and from University Street to 900 East. At that time, there was a common practice (supported and encouraged by then, SLC Planning and Zoning Director, Vernon Jorgenson), to allow the demolition of private dwellings, willy-nilly, and replace them with a shotgun-type, 3-story high, long, narrow apartment buildings, usually without off-street parking. Most of that building types are still in this neighborhood. The zoning at that time was R-7. All neighborhoods in the study district were surveyed. The information collected was to identify the type of unit, the density, parking provided and the general upkeep of the

**property.** This study was a response to the on-going demolition of historic residences, to diminishing property values caused by shoddy, and ugly construction, and the over-crowding of the neighborhood streets with cars parked bumper to bumper along the curbs. I am certain that you have witnessed some of these structures. The survey documents including a detailed map of ALL properties within the study area and written material were presented to the SLC Planning and Zoning Director at a public meeting, followed by committee discussions, the result of which was to change the zoning designation from R-7 to R-3A. It was this change which, essentially, stimulated the preservation of hundreds of historic dwellings in the University neighborhoods.

My concern with the proposed 400 South plan, is that it will further erode the existence of private, single family dwellings adjacent to the corridor. It is my

belief that the designated change in zoning should be limited to only one city block in any direction from the Trax stations. As I am also sure that you are aware of the prime goal of any developer is to get the most possible income from the land, regardless of the detrimental impact and fallout on the neighbors. A classic example of this is the "Incline Terrace", and the City Apartment complexes which were allowed to be built at the curve of 400 South to 500 South, beginning at 1000 East, perhaps the sorriest project to be built near the University of Utah. The eastern-most of the Incline Terrace buildings caught fire 2 years ago, and nearly wiped out the others, and without incredible luck and the efforts of the SL Fire Department, the entire neighborhood of residence up to 1100 East and over to 500 South could have been destroyed.

I recognize that the idea of 'upping the density' around Trax Stations is deemed as being very important to the current City Administration. However, there ARE (OR NEED TO BE) limits, and I firmly believe that the efforts suggested in the 400 South plan would, by 'creeping, up-zoning' development interests, destroy the adjacent 'edges' of the up-zoned areas. That phenomenon is standard by-product of over-zealous developers, who are in ABUNDANCE in Utah. Whatever is decided, I hope that these sensitivities are respected. I also know that trying to change already 'adopted' policy in the minds of this administration is a non-starter. But I still have hope that the folks like you, in positions of leadership, will be true to your oath to protect and respect the citizens of the City.

Sincerely, M Ray Kingston FAIA.

**From:** [Ray Kingston](#)  
**To:** [400 South](#)  
**Cc:** [Carolyn Abravanel](#); [Arla Funk](#); [Jo-Ann Wong](#); [Robert Austin](#); [Scott Wood](#); [Tobin Atkinson](#); [Bruce Spiegel](#); [Sue Heath](#); [Andrew Shaw](#); [Bob Springmeyer](#); [Bonnie Stevens](#); [Ken Sanders](#); [Dave Mash](#); [Randy Holladay](#); [Don Roylance](#); [Dave Jolley](#); [David Tucker](#); [Derek P Jensen](#); [Greta DeJong](#); [John deJong](#); [Lynne Van Dam](#); [Palmer Depaulis](#); [Ed Firmage](#); [Freddie Nebeker](#); [Linda M Fontenot](#); [Mary Fresques](#); [Allene Fowler](#); [Bradley Gubler](#); [Bob Guymon](#); [Grea Thompson](#); [Lamy Goldsmith](#); [Stephen Goldsmith](#); [The Luke Garrett Campaign](#); [Esther E. Hunter](#); [Creed Haymond](#); [LON JENKINS](#); [Joan Woodbury](#); [Jean Irwin](#); [James Cowley](#); [Jean Welch Hill](#); [Jeff Bair](#); [Kait Kingston](#); [Erik Kingston](#); [Keri Nichols](#); [Kyle J. Bettit](#); [Elise Lazar](#); [Love, Jill](#); [Linda Caine](#); [Willie Littig](#); [Ray Wheeler](#); [jim williams](#)  
**Subject:** 400 South re-zoning  
**Date:** Friday, June 03, 2011 5:17:09 PM

---

Ms. Pickering,

Your offer for resident's input regarding the up-zoning of this corridor from the Center to the University is very much appreciated.

I have lived within the the University neighborhood since 1952, residing now at 1070 East 400 South. I own two properties, my private residence and a triplex, located at 416-18-20 South 1100 East. During the mid-60's, I was recruited to donate my time to prepare a comprehensive study of the quality and quantity of residential units located between South Temple and 900 South and from University Street to 900 East. At that time, there was a common practice (supported and encouraged by then, SLC Planning and Zoning Director, Vernon Jorgenson), to allow the demolition of private dwellings, willy-nilly, and replace them with a shotgun-type, 3-story high, long, narrow apartment buildings, usually without off-street parking. Most of that building types are still in this neighborhood. The zoning at that time was R-7. All neighborhoods in the study district were surveyed. The information collected was to identify the type of unit, the density, parking provided and the general upkeep of the property. This study was a response to the on-going demolition of historic residences, to diminishing property values caused by shoddy, and ugly construction, and the over-crowding of the neighborhood streets with cars parked bumper to bumper along the curbs. I am certain that you have witnessed someof these structures. The survey documents including a detailed map of ALL properties within the study area and written material were presented to the SLC Planning and Zoning Director at a public meeting, followed by committee discussions, the result of which was to change the zoning designation from R-7 to R-3A. It was this change which, essentially, stimulated the preservation of hundreds of historic dwellings in the University neighborhoods.

My concern with the proposed 400 South plan, is that it will further erode the existence of private, single family dwellings adjacent to the corridor. It is my belief that the designated change in zoning should be limited to only one city block in any direction from the Trax stations. As I am also sure that you are aware of the prime goal of any developer is to get the most possible income from the land, regardless of the detrimental impact and fallout on the neighbors. A classic



example of this is the "Incline Terrace", and the City Apartment complexes which were allowed to be built at the curve of 400 South to 500 South, beginning at 1000 East, perhaps the sorriest project to be built near the University of Utah. The eastern-most of the Incline Terrace buildings caught fire 2 years ago, and nearly wiped out the others, and without incredible luck and the efforts of the SL Fire Department, the entire neighborhood of residence up to 1100 East and over to 500 South could have been destroyed.

I recognize that the idea of 'upping the density' around Trax Stations is deemed as being very important to the current City Administration. However, there ARE (OR NEED TO BE) limits, and I firmly believe that the efforts suggested in the 400 South plan would, by 'creeping, up-zoning' development interests, destroy the adjacent 'edges' of the up-zoned areas. That phenomenon is standard by-product of over-zealous developers, who are in ABUNDANCE in Utah. Whatever is decided, I hope that these sensitivities are respected. I also know that trying to change already 'adopted' policy in the minds of this administration is a non-starter. But I still have hope that the folks like you, in positions of leadership, will be true to your oath to protect and respect the citizens of the City.

Sincerely, M Ray Kingston FAIA.



**From:** [Judi Short](#)  
**To:** [Pickering, Maryann](#)  
**Subject:** Re: 400 South/University Blvd Livable Community Workshop, Thursday, May 19, 2011  
**Date:** Wednesday, May 11, 2011 8:48:40 PM

---

I am very sorry to miss this workshop, I have another conflict, Can you let me know of future meetings? I served on the city committee for the 4th south light rail line when it was originally built in 2001, and am interested in any possible changes. Thanks! Judi Short

On Fri, May 6, 2011 at 2:41 PM, <[noreply.ced@slcgov.com](mailto:noreply.ced@slcgov.com)> wrote:

This information was sent with automated software and is not monitored for replies. [noreply.ced@slcgov.com](mailto:noreply.ced@slcgov.com) is the group responsible for this information.

The Salt Lake City Planning Division recently began a project to study potential changes to the 4th South transit corridor. The goal of the project is to create station area plans and zoning standards for three stations stops along the University TRAX line. The three stations that will be evaluated include the Library, Trolley and 900 East stops.

The scope of the project is to address the following: identify redevelopment opportunities; promote the construction of new affordable housing; provide people with choices in the mode of transportation; choices in housing location and type; access to employment centers; and to assist in implementing the City's goals towards becoming a more livable city.

In conjunction with the project, the City has received a grant from the US Department of Housing and Urban Development (HUD) to assist with the public outreach process. Part of the requirement is for us to reach out to individuals from traditionally under-represented groups. Our hope is that we will get several participants to provide their input regarding the study area.

We would like to invite you to attend our first community workshop on May 19. The workshop will be held from 6pm to 8pm at the Main Library in the 4th Floor Conference Room. Attached is a flyer that can be printed out and posted within the community. In addition, if you maintain a distribution list as part of your business or service agency, we would greatly appreciate if you could send it out to those who may be interested.

Additional information or questions can be directed to Maryann Pickering, [801-535-7660](tel:801-535-7660) or [maryann.pickering@slcgov.com](mailto:maryann.pickering@slcgov.com)

You received this e-mail because you requested information from Salt Lake City Corporation. If you would like to unsubscribe from this information, click on the link <http://asp.slcgov.com/General/ListServer/userdata/subform.asp> or copy the link to your browser.

--  
Judi Short

**From:** [Norris, Nick](#)  
**To:** ["cindy.cromer"](#); [Pickering, Maryann](#)  
**Subject:** RE: TRAX stations on 400 S  
**Date:** Thursday, April 07, 2011 1:16:41 PM

---

Cindy,

Thank you for your comments. We will be meeting with property owners, as we do with most zoning map amendments. We typically meet in smaller groups, so there are only about a dozen present at a time. That way we can focus on specific areas, block faces, etc. I anticipate this will be done on this project.

The ½ mile radius is a study area. As we gather input, we will start to piece together a map that shows properties that would be most likely to change in some manner, whether it is change of use, new development, addition, etc. We anticipate most of this will happen within ¼ mile of a transit stop, but may also include some thought on reviewing the zoning between ¼ and ½ mile to see if it appropriate to change it in order to promote more development happening within ¼ mile. That decision will be determined as we gather public input. SLC may not be able to support TOD up to a ½ mile now, but we may be able to 20-30 years down the road.

We would love to have any research you have done on historic properties along the corridor and within the study area. Unlike North Temple, which had limited historic resources, this study area has a high number of resources, spread throughout the study corridor.

As we stated with North Temple, our goal is to work with any interested stakeholder to identify a clear and agreed upon vision for the study area and to put regulations in place that make desirable development easy to realize and undesirable development difficult or impossible. It will be a fun project, and we look forward to it.

Nick Norris AICP  
Planning Manager  
Salt Lake City Corp.  
451 South State Street #406  
PO Box 145480  
Salt Lake City, UT 84111-5480  
(801)-535-6173  
[Nick.Norris@slcgov.com](mailto:Nick.Norris@slcgov.com)

---

**From:** cindy.cromer [mailto:3cinslc@live.com]  
**Sent:** Thursday, April 07, 2011 12:29 PM  
**To:** Pickering, Maryann; Norris, Nick  
**Subject:** RE: TRAX stations on 400 S

Maryann and Nick-I have now been working on TOD on this corridor for over 12 years, and frankly I am interested in getting the job finished with this HUD grant. I will probably begin my public comments with the history of how the residents have been correct so far. So in the spirit of getting the job done this time:

I hope that you will start by convening the PROPERTY OWNERS along 400 S from 200 E to 700 E and find out why not a single one took advantage of the TC-75. I believe that I know, but you have to get the information from the horses' mouths. I do not see the meeting as a public one, but one by invitation limited to property owners. The results could direct the future efforts. For example, when the City throws out a bunch of carrots, perhaps it needs to put a time limit on how long property owners have to graze on them.

Re the 1/2 mile radius: All of my properties are located within a 1/2 mile radius of a TRAX station. What I find is that my properties located within 1-2 blocks of a station attract tenants who rely on TRAX and my properties 3+ blocks away do not. I suspect that is a reflection of the current market conditions in rental housing. There are enough vacancies within 2 blocks of a TRAX station to accommodate the people who rely on TRAX. This analysis would suggest that the City should look at a time frame in the redevelopment process and focus on the 1/4 mile radius first. Failure to do so will perpetuate the problem we have now in which developers purchase cheaper land further away from the stations and then petition for an upzone, demolishing the existing AFFORDABLE housing in the process.

Third suggestion: We need an inventory of the historic resources between 200 E and 550 E which would fall within the Station Areas. I did some hasty work for comments I made to the City Council about the lack of design guidelines in the TC-75. Yes, the zone addresses the pedestrian but it does nothing for the interface with neighboring properties. I still have the photos I took and will get them to you. The inventories for the National Register areas from 550 E to University Street will need to be updated to account for demolitions. There are some very well-informed residents and business owners who could help with this task.

Again, thanks Maryann for attending last night. I'm sorry that I didn't get to meet the person who must be your daughter. cindy

---

From: 3cinslc@live.com  
To: maryann.pickering@slcgov.com  
CC: nick.norris@slcgov.com; ccnc@rock.com; nickrupp@gmail.com  
Subject: TRAX stations and CCNC  
Date: Thu, 7 Apr 2011 11:39:03 -0600

Maryann-Thanks for covering the CCNC meeting last night. Tom maintains an e mail list that exceeds the number of people who normally attend our meetings. We will start collecting names and e mail addresses of people who are interested in the TRAX station areas.

Some of your business cards were left over. I will drop them off at the receptionist's desk the next time I'm in Planning. cindy

**From:** [esther.e.hunter](mailto:esther.e.hunter)  
**To:** [Norris, Nick](mailto:Norris,Nick)  
**Cc:** [Pickering, Maryann](mailto:Pickering,Maryann); [Gary Felt](mailto:Gary,Felt)  
**Subject:** Re: 400 South  
**Date:** Tuesday, March 22, 2011 3:17:38 PM  
**Attachments:** ADU+ECC+Position+3.17.11[1].pdf

---

Good to hear and very helpful Nick. This will be a very worthwhile process. The approach you are taking is a very thoughtful one. Attached is the letter the Executive Board recently send in on another policy related to ADU's. While unrelated, I am attaching it because the first two pages reflect the concerns and hopes of the Community Council area as a whole. As you know the ECC has long worried that this area needs this type of careful planning so that we change what needs to change, grow in good ways and keep what is so treasured all at the same time encouraging sustainable practices. Broad brush rarely works well for us and yet we want to be good neighbors and involved to find the best of all ideas. We look forward to working with you. best, e

Esther E.Hunter  
Co-Chair  
Eastside Community Council &  
East Central Planning District  
606 Trolley Square  
Salt Lake City, Utah, 84102  
[east.central@live.com](mailto:east.central@live.com)

**From:** [Norris, Nick](mailto:Norris,Nick)  
**Sent:** Tuesday, March 22, 2011 3:02 PM  
**To:** [esther.e.hunter](mailto:esther.e.hunter)  
**Cc:** [Pickering, Maryann](mailto:Pickering,Maryann)  
**Subject:** RE: 400 South

I think the only thing we are considering at this point is that we want to focus future growth in appropriate places, and one of those places is along transit corridors and at transit stations. The questions are how do we do it and what is appropriate in each corridor and at each station. For 400 South we also want to analyze why the TC-75 zone is not working, the characteristics of the corridor, the limitations within the corridor, etc. It may be similar to N Temple, it may not. We are looking at the process as identifying an agreed upon vision and what needs to happen to implement that vision. The vision will be based on input from all stakeholders and incorporate existing city policies and best planning principles. The process, input, etc. will determine the final output. Our grant is really focused on improving the public process first and removing barriers to transit oriented development second.

---

**From:** [esther.e.hunter](mailto:esther.e.hunter) [<mailto:estherehunter@hotmail.com>]  
**Sent:** Tuesday, March 22, 2011 1:33 PM  
**To:** Norris, Nick  
**Cc:** Gary Felt  
**Subject:** Re: 400 South

Sounds good Nick. We will help promote the workshop as well. It might even make sense to have a few smaller updates at the community meetings over the next many months to help keep everyone involved and informed.

Is there a revision of the plan being considered and or used on North Temple related to the new zoning plan? Not sure what it was called...block zoning? Need to dig your presentation out.

People are very interested in this approach. I have what you last presented but wondered if there is a modified version.

Does what I am asking make sense?

I would like to let the community development land use committee see the concepts for North Temple. I have the City Council staff report for North Temple. Anything that you might have electronically to let people get their heads around this will help set the right tone.

Appreciate your help. best, e

Esther E.Hunter  
Co-Chair  
Eastside Community Council &  
East Central Planning District  
606 Trolley Square  
Salt Lake City, Utah, 84102  
[east.central@live.com](mailto:east.central@live.com)

**From:** [Norris, Nick](#)  
**Sent:** Tuesday, March 22, 2011 1:23 PM  
**To:** '[esther e hunter](#)'  
**Subject:** RE: 400 South

Okay. It will either be me or the project manager (Maryann Pickering). We don't have a date yet, but we will also be holding a community workshop in the next few months, hopefully in April, to help identify a vision for the areas around the Library, 700 E and 900 E stations.

---

**From:** esther e hunter [<mailto:estherehunter@hotmail.com>]  
**Sent:** Tuesday, March 22, 2011 11:10 AM  
**To:** Norris, Nick  
**Subject:** Re: 400 South

That would be fantastic...May 12th.

**From:** [Norris, Nick](#)  
**Sent:** Tuesday, March 22, 2011 7:47 AM  
**To:** '[esther e hunter](#)'  
**Cc:** [Gary Felt](#)  
**Subject:** RE: 400 South

Probably. What date is the May meeting.

---

**From:** esther e hunter [<mailto:estherehunter@hotmail.com>]  
**Sent:** Monday, March 21, 2011 11:57 PM  
[east.central@live.com](mailto:east.central@live.com)

**From:** [cindy.cromer](#)  
**To:** [Pickering, Maryann](#)  
**Subject:** RE: TRAX station areas  
**Date:** Thursday, March 10, 2011 11:57:07 AM

---

Maryann-Thanks so much. I just whizzed through the document. It is the perfect size to send to folks in the community councils before we meet. I'm really pleased about the proposed outreach---very much a challenge in Central City and the Bryant neighborhood because of the transient residential population. This approach has so much more potential than what the City tried to force on the neighborhoods for 10 years. Yipee! cindy

---

**From:** Maryann.Pickering@slcgov.com  
**To:** 3cinslc@live.com  
**Date:** Wed, 9 Mar 2011 14:14:01 -0700  
**Subject:** RE: TRAX station areas

Hi Cindy.

Attached is a copy of the HUD grant application. I would have to check on a concise document regarding North Temple with Nick when he returns. I'll get with him when he is back and then send you an email.

Again, as we move forward, we will keep you and other up to date so everyone can participate in the process.

Thanks, Maryann

---

**From:** cindy.cromer [mailto:3cinslc@live.com]  
**Sent:** Tuesday, March 08, 2011 1:49 PM  
**To:** Pickering, Maryann  
**Subject:** RE: TRAX station areas

Maryann-Is a copy of the HUD grant application available? I can dig through the mountain of info I have on North Temple, but if you can recommend something concise from the North Temple effort, that would be helpful. I do plan to gather whatever materials I can and get together with other people soon. Only a couple of us followed the project on North Temple. So I can at least start there if I can't get a copy of the grant. Thanks for any help, cindy

(The long-term residents of these neighborhoods have already been working on Transit Oriented Development for over 10 years. So I hope that you'll consider us resources in all phases of the effort. We know the neighborhoods on a structure-by-structure basis.)

---

**From:** Maryann.Pickering@slcgov.com  
**To:** 3cinslc@live.com  
**CC:** joel.paterson@slcgov.com  
**Date:** Mon, 7 Mar 2011 11:03:39 -0700  
**Subject:** RE: TRAX station areas

Hi Cindy.

We are just beginning our initial research and assessment of the 400 South project. At this time, we do not have any materials or a proposal.

Once we complete our initial assessment of the area, we will begin having meetings to get



feedback from the members of the community. We had planned to include those community councils you noted and I will make sure you get materials once we have something available.

Please let me know if you have other questions, Maryann

---

**From:** cindy cromer [mailto:3cinslc@live.com]  
**Sent:** Friday, March 04, 2011 4:05 PM  
**To:** Pickering, Maryann  
**Cc:** Paterson, Joel  
**Subject:** FW: TRAX station areas

Maryann-Joel has referred me to you in my quest to locate a summary of the proposal to develop station areas along 400 S. Something in an electronic format would be ideal so that I could send it to the chairs of the Downtown, Central City, and East Central Community Councils. Please let me know if you have something that I could distribute. As outlined in my message to Joel below, we would like to get together and once more informed on the subject, meet with you. If you have materials from the North Temple project which are relevant, those would be helpful, too. I have lots of information on the North Temple station areas--too much in fact. Thanks, cindy cromer

---

**From:** joel.paterson@slcgov.com  
**To:** 3cinslc@live.com  
**CC:** Maryann.Pickering@slcgov.com  
**Date:** Fri, 4 Mar 2011 14:11:01 -0700  
**Subject:** RE: TRAX station areas

Cindy,

Maryann Pickering is the lead planner for the 400 South transit station area zoning project. Maryann's telephone number is: (801) 535-7660, e-mail: [maryann.pickering@slcgov.com](mailto:maryann.pickering@slcgov.com). It is my understanding that we are waiting for a notice to proceed on the grant but we will begin actual work on the project in the near future.

Thanks,

Joel Paterson, AICP  
Planning Manager  
Salt Lake City Planning Division  
451 South State Street, Rm. 406  
P.O. Box 14580  
Salt Lake City, UT 84114-5480

Telephone: (801) 535-6141  
E-mail: [joel.paterson@slcgov.com](mailto:joel.paterson@slcgov.com)

---

**From:** cindy cromer [mailto:3cinslc@live.com]  
**Sent:** Thursday, March 03, 2011 2:44 PM  
**To:** Paterson, Joel  
**Subject:** TRAX station areas

Joel-Folks in Downtown, Central City, and East Central Community Councils have been talking about getting together to discuss the City's grant for the station areas on 400 S. I called to ask Nick if he had anything in writing that I could send around and to let him know that the community councils would be wanting to hear about the plans soon. Cecily answered the phone I think and said that Nick wouldn't be available. Who on the staff should I check with in his absence? My request is not terribly urgent. We haven't figured out a meeting time yet. Step 1 was to get some background info and circulate it. Step 2 was to get together to talk. Step 3 was to ask Planning to have someone talk to us. Let me

know when you have a chance. Thanks, cindy