

PLANNING COMMISSION STAFF REPORT
Legislative Item



Planning Division
Department of Community
and Economic Development

Sugar House Streetcar
Master Plan, Zoning Map and Text Amendments
PLNPCM2012-00576 and PLNPCM2012-00577
May 22, 2013

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

Council Districts: District 7
represented by Søren Simonsen
and District 5 represented by Jill
Remington Love

Community Council: Sugar
House and Liberty Wells

Lot Size: N/A

Current Use: N/A

Attachments:

- A. Existing and Proposed
Zoning Map
- B. Existing and Proposed
Master Plan Map Changes
- C. Proposed Zoning Text
Amendment Changes
- D. Proposed Master Plan
Amendment Changes
- E. Public Input

Request

Mayor Ralph Becker is requesting approval to adopt new zoning regulations, change the zoning of certain parcels and modify the Sugar House Master Plan as part of Phase 1 of the Sugar House Streetcar Project. The area is currently developed with a variety of residential and commercial uses. There are several different zoning classifications currently identified for these parcels. This type of project requires Zoning Text and Map Amendments and a Master Plan Amendment. The subject properties are located in Council District 7, represented by Søren Simonsen and Council District 5, represented by Jill Remington Love.

- a. **Master Plan Amendment.** In order to make zoning changes above, the master plan needs to have new policies included in order to make the zoning consistent with the master plan. (Case number: PLNPCM2012-00577)
- b. **Zoning Text and Map Amendment.** In order to change the zoning text and map as noted above, a Zoning Text and Map Amendment is required to change the zoning of certain parcels and add a new section in the Zoning Ordinance in Chapter 27 outlining all of the new regulations for the parcels that will have their zoning changed. (Case number: PLNPCM2012-00576)

Recommendation

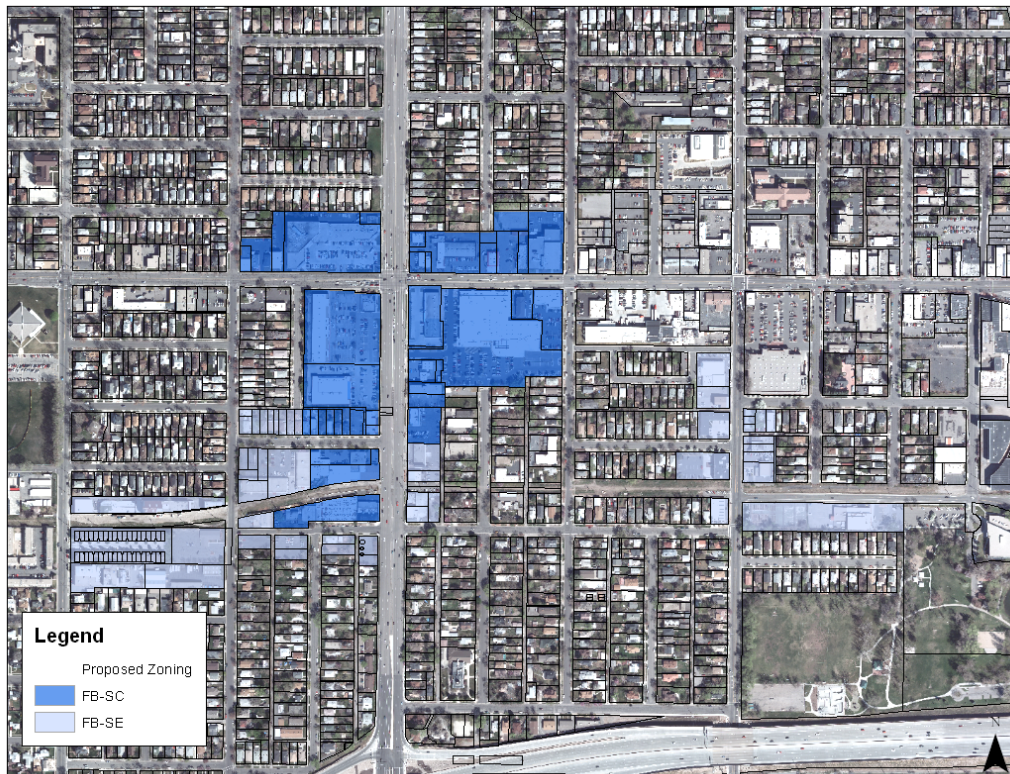
Discuss the proposed changes and continue the public hearing to a future meeting date.

EXISTING ZONING

CURRENT ZONING



PROPOSED ZONING



Background Project Description

Planning for the Sugar House Streetcar began in 2006 with the study of alternatives for transit through South Salt Lake City and Salt Lake City. The results of this first study determined that a streetcar within the existing Utah Transit Authority right of way (approximately 2230 South between the Central Pointe TRAX station and Highland Drive) would best serve the community goals of mobility and economic development. The project is a high priority for South Salt Lake City, Salt Lake City, and the Utah Transit Authority, which have collaborated on grant applications for federal funding. The project envisions a modern streetcar line that will connect a thriving regional commercial center (Sugar House Business District) to the regional TRAX light rail system.

On October 20, 2010, \$26 million in federal funds were awarded to the project through the Federal Department of Transportation. Construction on the line began in April 2012, with a planned opening to the public in December 2013.

In order to provide both Salt Lake City and South Salt Lake City with direction on the desires of the community, a consultant was retained by the Redevelopment Agency of Salt Lake City to complete a visioning process and provide a conceptual Land Use and Urban Design Plan. The conceptual plan was completed in March 2012. Members of the community participated in the visioning process to help shape the vision for the streetcar corridor. Many recommendations from that visioning plan are included as elements in the draft zoning ordinance.

Public Notice, Meetings and Comments

The following is a list of public meetings that have been held related to the proposed project.

- Community Council meetings held on the following dates:
 - Sugar House Community Council Regular Meetings – October 3, 2012 and November 7, 2012
 - Sugar House Community Council Land Use Committee – November 19, 2012
 - Liberty Wells Community Council Regular Meeting – scheduled for June 12, 2013
- Community Open Houses held on the following dates:
 - Planning Division Open House – October 18, 2012
 - Former Deseret Industries Building in Sugar House – April 16, 2013
Approximately 175 owners and tenants with 300 feet of all properties proposed to be rezoned had a notice mailed to their address. An announcement of the meeting was also posted on the Planning Division's webpage and emailed to all those who subscribe to listserv.
 - Comments from the open house can be found in Attachment D.
- Meeting with Different Property Owners
 - October 23, 2012
 - January 10, 2013
 - April 29, 2013
- Public comments have been received by email and are included in Attachment D.

In addition to the above public meetings or workshops, the item was placed on the City's webpage in the 'Open City Hall' section between April 12 and April 29. Various comments were received, however, it should be noted that a majority of the comments received were related to Phase 2 (future alignment) of the Sugar House Streetcar. Comments related to the rezoning have been highlighted and can be found in Attachment D.

Notice of this public hearing for the proposal includes are noted below.

- Public hearing notice posted in newspaper on May 9, 2013.
- Public hearing notice posted on City and State websites on May 9, 2013.
- Public hearing notice emailed to the Planning Division listserv on May 9, 2013.
- Public hearing notice mailed to owners and residents on May 9, 2013.

Public Comments

Generally, with the exception of one item, the comments received as part of this project were positive and supportive. The one exception, where there was little to no support, is related to the properties commonly referred to as the Boys & Girls Club/Tennis Court site located at the southeast corner of 900 East and Sugarmont Drive. The opposition voiced was for those two properties not to be removed from the City's Open Space Lands Program and remain as part of Fairmont Park.

Planning staff has identified the Boys & Girls Club and tennis court properties to be rezoned for two reasons. One, the visioning study recommended these properties be rezoned to a mixed use zoning designation as they might be currently underutilized. Second, the location of these two properties across the street from the streetcar line, is a prime location for redevelopment. When that is coupled with the investment made by the grant from the Department of Transportation and the City's investment in the area, it does make sense to rezone these properties.

However, it needs to also be pointed out that the current Sugar House Master Plan does provide a policy that the tennis courts should be renovated. There is also discussion in the master plan regarding the deficit of park acreage in the Sugar House area. The plan states that approximately 33 more acres are needed based on the population when the plan was prepared in 2001. That number could be higher today.

As with any zoning change, the City Council has the final decision making authority. This is especially true for these properties because they are part of the City's Open Space Lands Program/Inventory. Properties cannot be removed from the Open Space Lands Program unless the City Council completes a public process, including public hearings, and then votes to remove the lands. Because of this added complexity for these properties, Planning staff has determined the best course of action would be to recommend a zoning designation should the City Council decide to remove these properties from the Open Space Lands Program. If the City Council does not remove them, the current zoning of Open Space will remain a mixed use development would not be possible. Planning staff has been working with other city departments for several months regarding the disposition of these properties. The process to start the public hearings on the lands has been started, but will most likely not be completed prior to a decision being made on these petitions. In the event these petitions go before the City Council first, the ordinance will be written in such a way that the properties will not be rezoned if the City Council does not remove them from the Open Space Lands Program.

City Department Comments

Very few 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. All comments can be found in Attachment E.

Master Plan Findings

The City does not have specific standards for Master Plan Amendments. The Sugar House Master Plan already includes land use categories and policies that are consistent with the proposed Sugar House Streetcar zoning. After a review the Master Plan, it was found that a new land use category should be added and some new policies relating specifically to the Sugar House Streetcar should be added. A copy of all additions and changes to the Master Plan can be found in Attachment C.

In considering an amendment to the Sugar House Master Plan as part of the Sugar House Streetcar Zoning and Master Plan Amendment 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 (2012)
- Salt Lake City Transportation Plan (1996)
- Sugar House 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 Sugar House Streetcar Zoning and Master Plan Amendment recommends a broad range of housing types, including live/work or mixed use units near the streetcar stations.

The Built Environment section identifies a number of key recommendations that are relevant to the Sugar House Streetcar Zoning and Master Plan Amendment. 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 proposed zoning regulations identify most of 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 the streetcar 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 Sugar House Streetcar Zoning and Master Plan Amendment 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 the Sugar House Streetcar Zoning and Master Plan Amendment, Planning Division staff has intended for this plan to be based on community input.

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 and around the streetcar 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:

- Rail transit 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 Sugar House Streetcar Zoning and Master Plan Amendment 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.

Neighborhoods are the backbone of any city and the neighborhoods along Sugar House Streetcar corridor 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 streetcar 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 proposed zoning and master plan policies include some of these principles and have been part of a public involvement process. Providing adequate housing for people with different needs, providing transportation options and enchainning 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 Sugar House Streetcar Zoning and Master Plan Amendment recognizes this concept by limiting building height to a level that is similar to what is currently allowed in the Sugar House Business District zoning classifications. In addition, the building height complements Downtown by having lower building heights while allowing adequate development potential to accommodate future growth within and around the Sugar House Streetcar corridor. The Urban Design Element lists many other policies and strategies that are relative to the Sugar House Streetcar Zoning and Master Plan Amendment and addressed in the proposed master plan policies and zoning regulations, 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 Sugar House Street Zoning and Master Plan Amendment provide additional guidance for land use decisions and include policies which complement the Urban Design Element. The Sugar House Zoning and Master Plan Amendment provide focus on the urban design concepts because there are specific urban design standards within the proposed master plan policies and zoning regulations.

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 Sugar House Zoning and Master Plan Amendment include policies that support the above concepts. The development concepts identified in the proposed zoning and master plan changes 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 Sugar House Streetcar Zoning and Master Plan Amendment 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 Sugar House Streetcar Zoning and Master Plan Amendment indicate that finer grain network of bicycle paths and trails will be warranted as the streetcar corridor develops over time and bicycle use increases. While the streetcar corridor 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.

Sugar House Master Plan

The Sugar House Master Plan was adopted in 2005. It identifies and discusses multi-modal and transit options in the Sugar House area. Specific policies are included that encourage rail to be constructed along the former Union Pacific rail line. There are also policies in place that encourage the corridor to accommodate several different types of transit including cycling, hiking, skating and transit line. The construction of the Sugar House Streetcar Line and this proposed Sugar House Streetcar Zoning and Master Plan Amendment help 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 Sugar House Streetcar Zoning and Master Plan Amendment provide additional guidance for land use and transportation policies noted above. The proposed master plan policies and zoning regulations 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 Sugar House Zoning and Master Plan Amendment are generally consistent with the policies and guidelines of the listed city and regional wide plan along with the adopted Community Master Plan. The Sugar House Zoning and Master Plan Amendment provides 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 Sugar House Zoning and Master Plan Amendment, reflect the communities' vision for the streetcar corridor 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 and near the streetcar 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 and around the streetcar corridor 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

The Sugar House Streetcar Corridor has some unique features related to zoning and zoning classifications. The corridor is located along a former railroad right-of-way and has little access along a street. In fact, a majority of the corridor is located on the side or rear of various residential and commercial properties. When determining what would be the best zoning designation for the corridor based on these unique circumstances, it was determined that there were no current zoning designations that would be appropriate. The goal of the zoning for the area was to allow development that is transit oriented in nature, yet respectful to the existing community, especially the existing single-family residential properties.

The existing TSA zoning was initially considered for the corridor. However, the TSA zoning has a focus on development along streets and this would not work for a majority of the corridor with the residential properties. Other zoning designations currently in place would not achieve the goal of creating transit-oriented development. Staff then determined that a new zoning designation would be the most appropriate. The zoning has been designed so that it can be implemented in other areas within the City where a streetcar may be located in the future. For right now, the current proposed streetcar line, or Phase 1, is the only location where the zoning will be effective.

Zoning Text Amendment

The proposed zoning for the streetcar area was developed using form based code principles. Because a chapter already exists for form based code zoning classifications, staff has added the new zoning within Chapter 21A.27. The Planning Commission recently reviewed a request for the West Temple Gateway or Granary area with a new zoning designation. This new designation was also developed as a form based code and has been transmitted to the City Council office for a future public hearing. This proposed streetcar zoning has some of the same principles or language as the West Temple Gateway.

Two new zoning classifications are proposed. They are: FB-SC (Form Based – Streetcar Core) and FB-SE (Form Based – Streetcar Edge). The FB-SC is more intensive designation of two and can have the taller building heights. The FB-SE is less intensive and is designed to be located primarily next to the existing or established residential neighborhoods.

One of the major differences between these proposed zoning regulations and other traditional types of zoning is that these regulations are based on a street type plan. This means that depending on what street type or classification of street that a property fronts on dictates the type of development standards applicable to the property. It is a common aspect of most form based codes and though may be difficult to comprehend initially, but it does make for such simpler applicability of standards as one becomes familiar with the standards.

As part of this proposal, there are four street types proposed. They are:

1. Greenway Street,
2. Neighborhood Street,
3. Pedestrian Street, and
4. Access Street

The Greenway Street would be the least intensive and in this instance is basically the existing streetcar corridor that was the former railroad right-of-way. All of the improvements in this area are being completed as part of Phase 1 by UTA and both the cities of Salt Lake and South Salt Lake. The corridor averages approximately 66 feet in width and will include the streetcar lines and all associated streetcar improvements (i.e., tracks, platforms, electric wires, lighting). Also in this area is the location of the walking and biking path and Parley's Trail.

The other three street classifications become more intense at each level. Buildings can be built taller and the sidewalks will increase to create the more walkable area. There are matrices found in the proposed zoning that outline the specific standards with each street type.

These proposed standards have also been written in such a way as to protect the existing single-family residential neighborhoods. Additional step or setbacks for the upper levels have been included so that there will not be a taller or incompatible building next to an existing residence. This was a concern that staff heard during the public review last fall and we wanted to be sure it was addressed. It is similar to the additional step back that was incorporated into the revised TSA standards that were approved by City Council last year.

One other concern that was heard during the public review is that wider sidewalks are needed in order for people to feel comfortable walking in and around the streetcar corridor. This is especially true on 700 East also where there is very little room for pedestrians to feel comfortable next to the travel lanes and the rate of speed at which the traffic moves in this area. To address this, additional parkway and sidewalk widths are required whenever a building is substantially altered (according to the threshold in the ordinance) or new construction takes place. There may be instances where a large area is required for one property, but not the next because of the manner in which the redevelopment took place. However, staff feels that it is more advantageous to have this large open area up front rather than a building so that City improvements may take place at a later date.

Some other highlights of the proposed zoning are that there is no minimum parking required and a maximum amount is included. All land uses in the use table are permitted and if they are not included in the table, they are not permitted within the zoning classifications.

Zoning Map Amendment

The zoning map amendment will change the zoning classifications for the properties highlighted on the proposed zoning map. As noted above, the properties will have one of the two new zoning designations placed on them, but the street type is what dictates exactly what can occur. These street types will need to be incorporated onto the zoning map as well.

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 will be near the intersection of 700 East and 2100 South. Staff believes that this area has the most potential because the buildings height will be increased in this area. However, we also recognize that most of these properties all are under different ownership and some assemblage of land would need to occur before a large development can occur. Staff will note that we have been working with an architectural firm who represents several of the property owners in the area of the southwest corner of 700 East and 2100 South. These property owners have been working together and discussing ideas on how their properties can develop as a cohesive project while maintaining the separate ownership. Staff has met with these owners or their representatives on several occasions regarding the proposed zoning. While we do not agree 100% on the proposed regulations, we have received some excellent feedback from them and have incorporated some of these suggestions.

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 Streetcar Core and Streetcar Edge Areas were drawn after considering many factors. The Core Area is located along the busier streets where more intensive development is appropriate. The Edge Area was created in order to step down development height and intensity, as it gets closer to existing low-density residential neighborhoods. 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.

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 Sugar House 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 Sugar House Streetcar corridor. The analysis of the streetcar corridor 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 Sugar House Streetcar Zoning and Master Plan Amendment 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 boundaries of the proposed Sugar House Streetcar Zoning and Master Plan Amendment do not overlap with any overlay zoning districts.

Finding: The existing zoning ordinance does not overlap with any 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 Sugar House 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 Sugar House Streetcar Zoning and Text Amendment. The analysis of the streetcar corridor 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 Sugar House Streetcar Zoning and Master Plan Amendment 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 districts correspond to the boundaries in the proposed streetcar corridor zoning regulations. The Sugar House Streetcar Zoning and Text Amendment identifies the vision for what the areas around the streetcar corridor 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 R-1-5,000 (Single Family Residential), RMF-30 (Low Density Multi Family Residential), CB (Community Business), CC (Corridor Commercial), CN (Neighborhood Commercial), and OS (Open Space) zoning districts by rezoning some of these properties to FB-SC and FB-SE. 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 considerable 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 in and around the streetcar corridor 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 boundaries of the proposed Sugar House Streetcar Zoning and Master Plan Amendment do not overlap with any overlay zoning districts.

Finding: The existing zoning ordinance does not overlap with any overlay zoning district.

5. **The adequacy of public facilities and services intended to serve the subject property, including but not limited to roadways, parks and recreational facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.**

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 roads 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. 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 Sugar House Streetcar Zoning and Master Plan Amendment project is a reflection of the community's vision for streetcar corridor. The creation of the plan was done with the visioning process completed a few years ago as the basis of the regulations and standards. 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 Sugar House

Streetcar Zoning and Master Plan Amendment represent the preferred option of the community and Planning Division staff. Other options are:

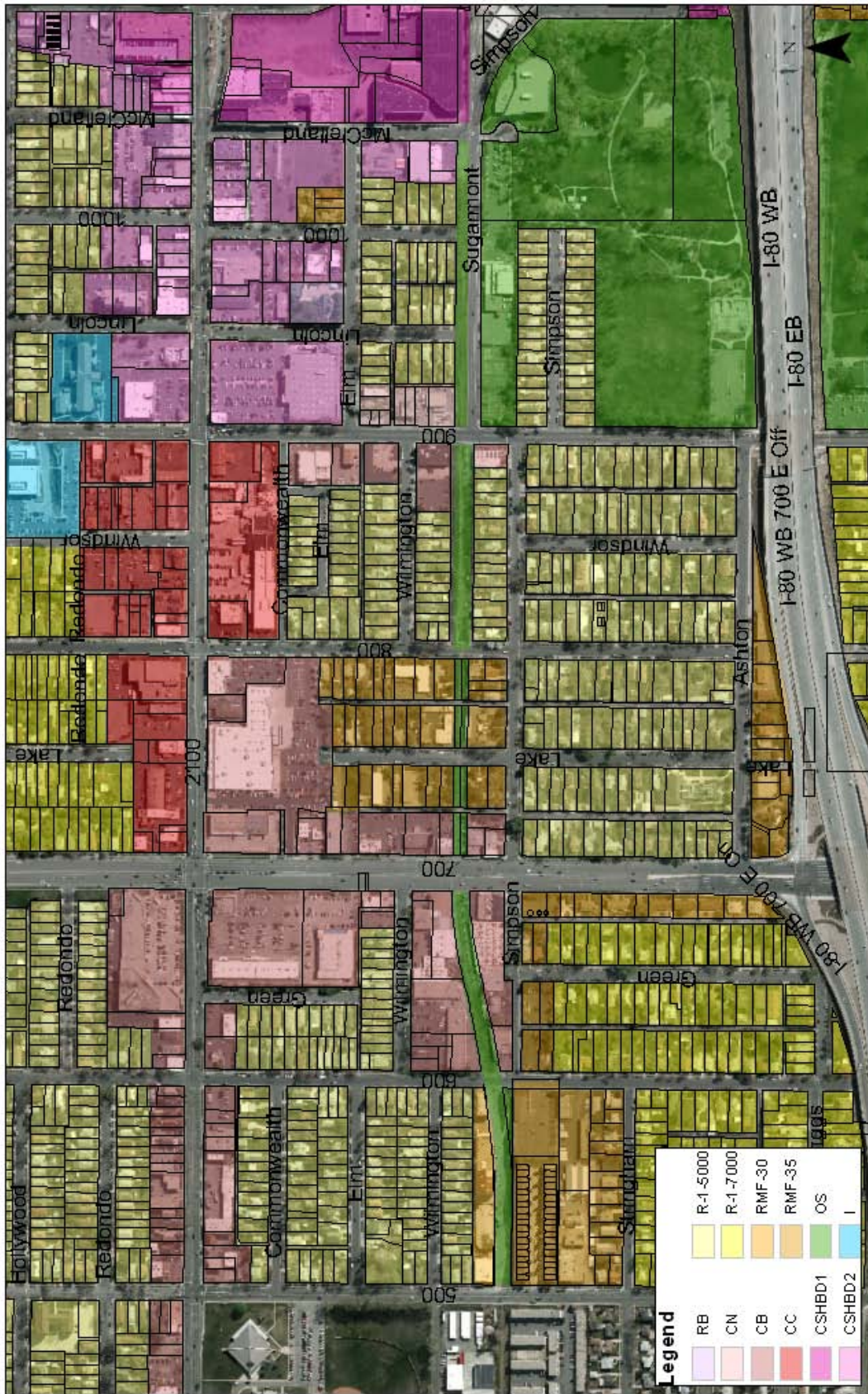
- Make no changes to the existing master plan and development regulations and allow development to continue in the manner that it currently is;
- Make consistent changes that would apply to the entire corridor; and
- Make limited changes to streetcar corridor only adjacent to the streetcar line.

After analyzing the comments from the community, the desire for a different type of development along the streetcar corridor eliminated the option to make no changes. If the proposed Sugar House Streetcar Zoning and Master Plan Amendment are not adopted, the existing policies and regulations would remain in effect. Community input and existing conditions indicate that there are unique situations and characteristics of this area that a one size fits all approach could not capitalize on the unique assets in and around the streetcar corridor. Making limited changes near the streetcar corridor only would not provide enough land area to accommodate future projected growth.

Attachment A

Existing and Proposed Zoning Map

CURRENT ZONING

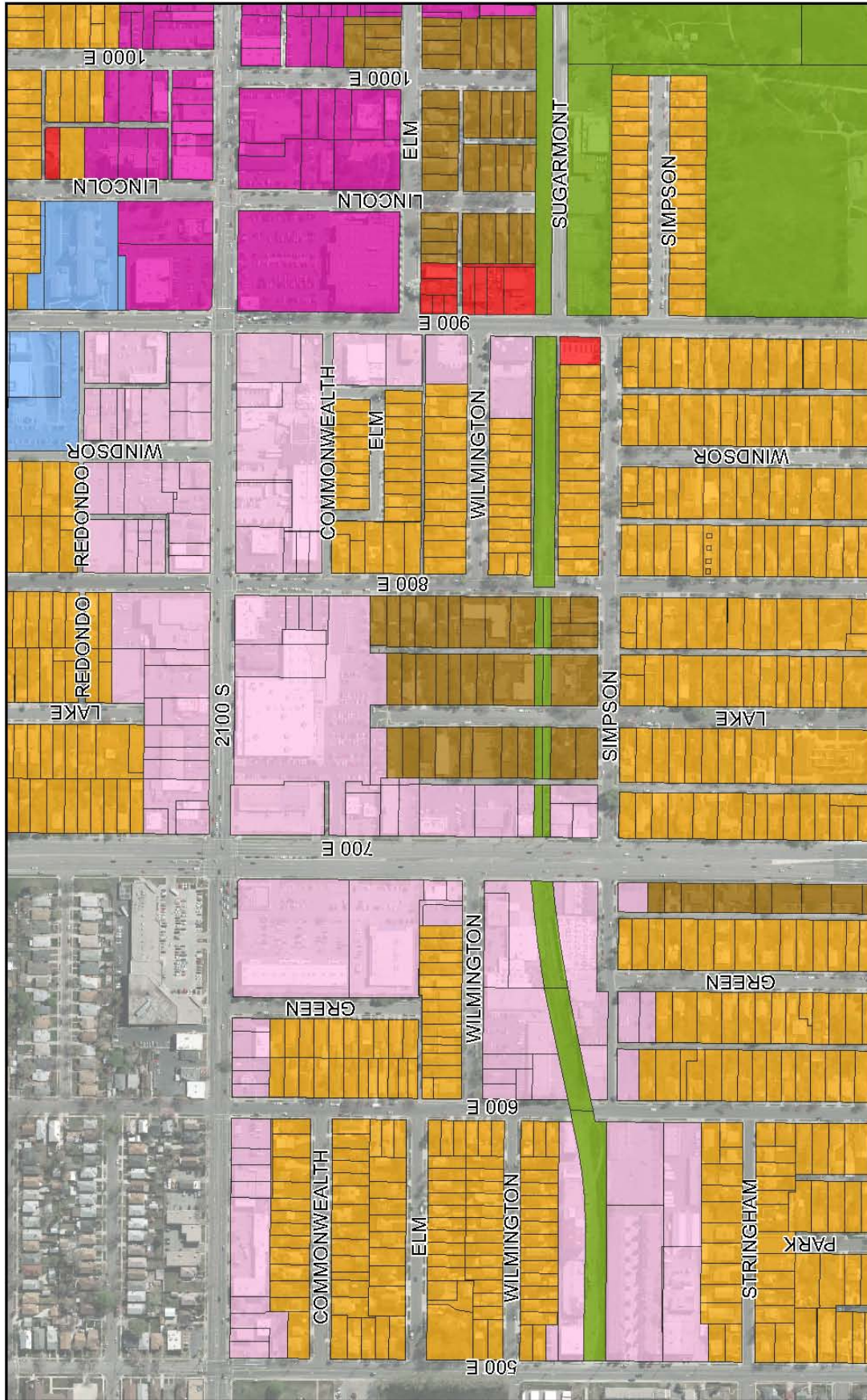




Attachment B

Existing and Proposed Master Plan Map Designations

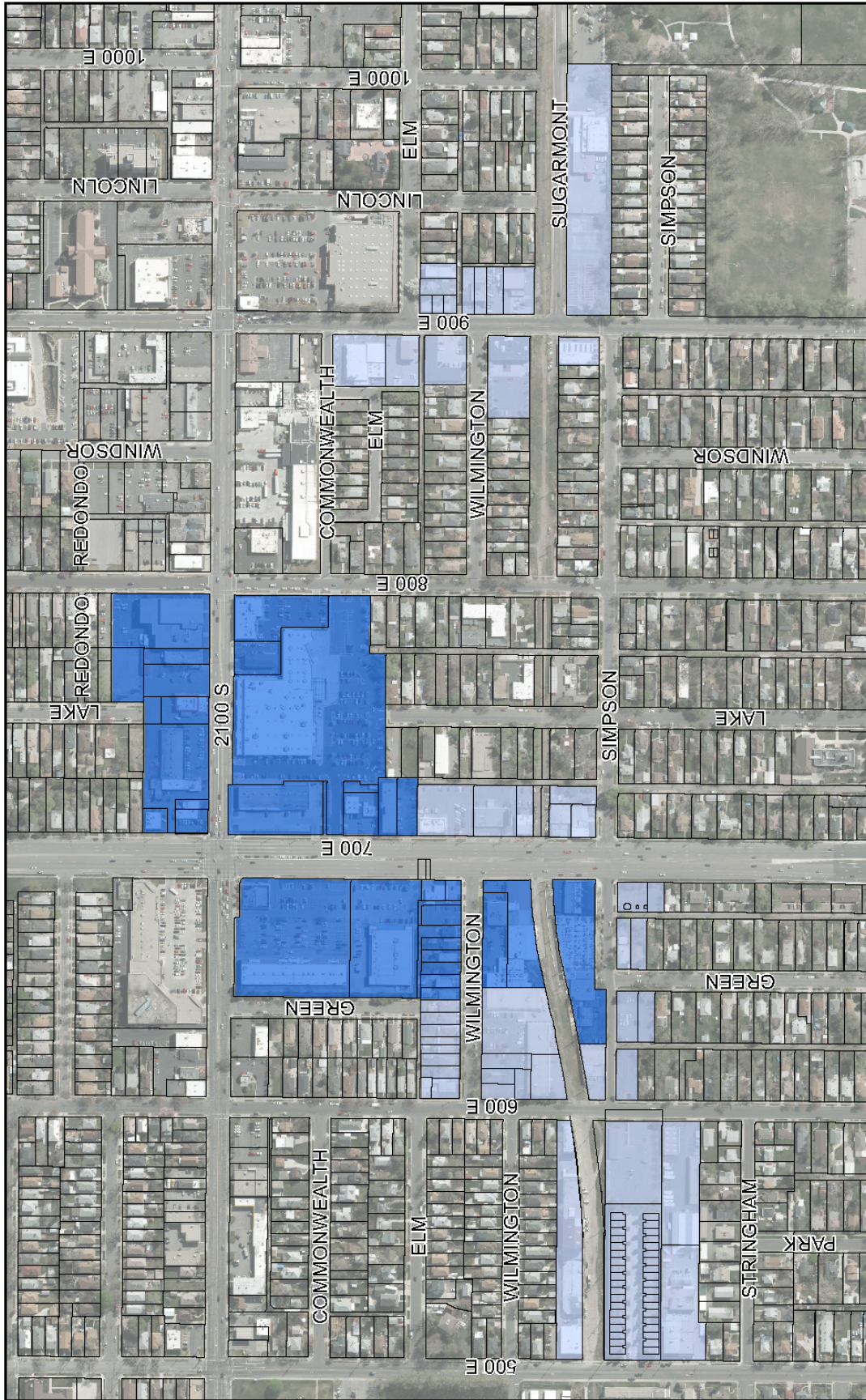
Sugar House Existing Future Land Use Map



Legend

- Low Density Residential (5-10 du/acre)
- Medium Density Residential (8-20 du/acre)
- Neighborhood Business
- Business District Mixed Use - Neighborhood Scale
- Parks & Open Space
- Institutional & Public Lands

Sugar House Proposed Future Land Use Map



Legend

Proposed Future Land Use

- Mixed Use - High Intensity
- Mixed Use - Low Intensity

Attachment C

Proposed Zoning Text Amendment Changes

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Chapter 21A.27 Form Based Zoning Districts

21A.27.040 Streetcar Corridor District (FB-SC and FB-SE)

A. Purpose Statement:

The purpose of the FB-SC and FB-SE Streetcar Corridor Zoning Districts are to create people oriented neighborhoods along the City's streetcar corridors that provide the following:

1. People oriented places;
2. Options for housing types;
3. Options for shopping, dining, employment and fulfilling daily needs within walking distance or conveniently located near transit;
4. Transportation options;
5. Appropriately scaled buildings that activate the district areas while respecting the existing character of the neighborhood; and
6. Safe, accessible, interconnected networks for people to move around in.

B. Context Description:

The form based Streetcar Corridor Districts are intended to be utilized near the vicinity of a streetcar corridor or other transit corridors with similar development characteristics and restraints. It is appropriate in areas with the following characteristics:

1. **Street, Block and Access Patterns:** a regular pattern of blocks surrounded by a traditional grid of streets that provide mobility options and connections for pedestrians, bicyclists, and automobiles. Blocks include sidewalks separated from the vehicle travel lanes by a landscaped park strip. Front yards are landscaped or include active, outdoor uses. Streets are classified based on their ability to serve pedestrians, cyclists and automobiles.
2. **Building Placement and Location:** Buildings are generally located close to the sidewalk, trail or public walkway with a small, transitional, semi-public space, such as a landscaped front yard, that is consistent along the block face. Certain development regulations are determined based on the street frontage that a property is located on. Properties may have multiple frontage types and the specific regulations apply to each frontage.
3. **Building Height:** Building heights on Greenway, Pedestrian, and Neighborhood streets are relatively low and consistent with existing building heights. Buildings located on Access streets are generally taller.
4. **Mobility:** A balance between pedestrians, bicyclists, transit riders, and motorists exists in the area, and residents are well connected to other parts of the City. The classification of streets in the area determines what type of transportation is a priority. To guarantee access to private property, automobile and service access is required on some Pedestrian and Neighborhood Streets.

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C. Sub-Districts:

The following sub-districts can be found in the form based Streetcar Corridor Districts:

1. FB-SC Streetcar Core Sub-District:

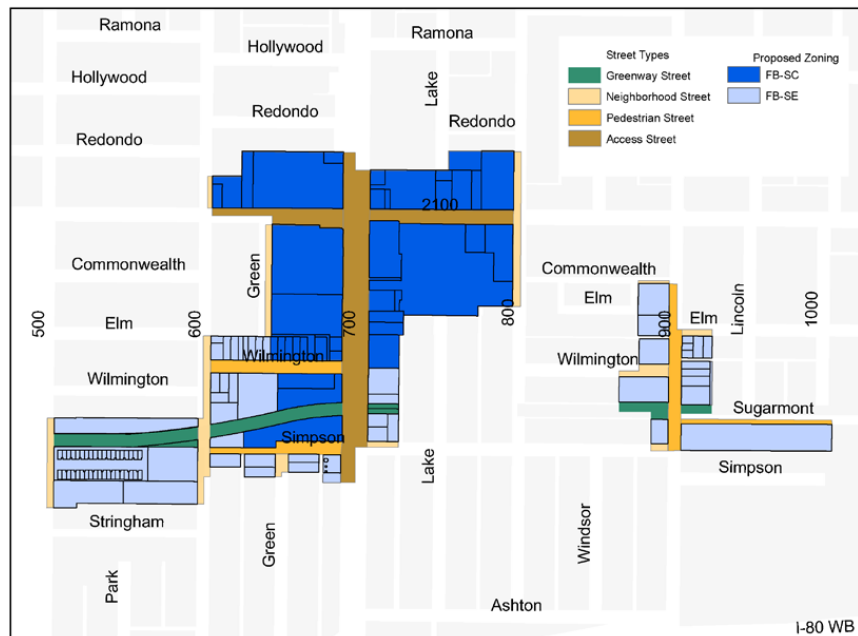
The FB-SC streetcar core sub-district contains the most intensive level of development in the vicinity of the streetcar. Buildings are generally six to seven stories in height and are supported by multiple street types so that they pedestrians, bicyclists and drivers have access to the properties within the area. Development standards are based on building type.

2. FB-SE Streetcar Edge Sub-District:

The FB-SE streetcar edge sub-district is intended to provide an appropriate transition in building size and scale between existing neighborhoods and the Core area. Buildings may be up to four stories in height, with appropriate setbacks when adjacent to lower scale residential neighborhoods. Development regulations are based on building type, with the overall scale, form and orientation as the primary focus.

3. Applicability of Sub-Districts: The regulations of the sub-districts shall apply as indicated in the Regulating Plan Map.

21A.27.040.C Regulating Plan Map



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D. Building Forms:

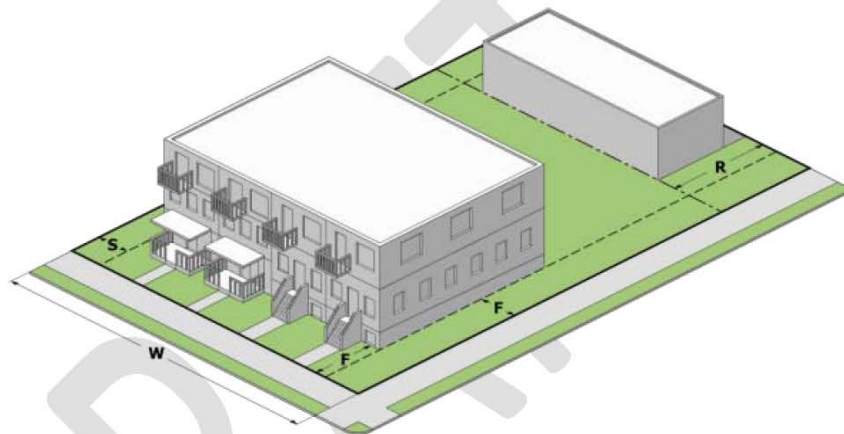
1. Permitted building forms are described below. Each building form includes a general description and definition, as well as images of what the building form may look like. Building form images are for informational purposes only and not intended to demonstrate exactly what must be built. The images should be used to classify existing and proposed buildings in order to determine what development regulations apply. The images are not to scale. They should not be used to dictate a specific architectural style as both traditional and contemporary styles can be used.

a. Cottage Development: A unified development that contains two or more detached dwelling units with each unit appearing to be a small single-family dwelling with a common green or open space.



b. Row House: A series of attached single family dwellings that share at least one common wall with an adjacent dwelling unit. A Row House development contains a minimum of three residential dwelling units. Each unit may be on its own lot. Parking can be located behind the residential structure or at the ground level of the building with living space located above it.

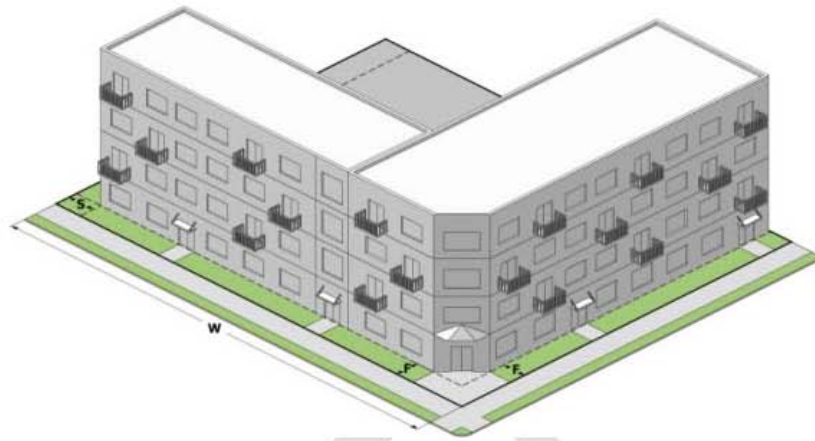
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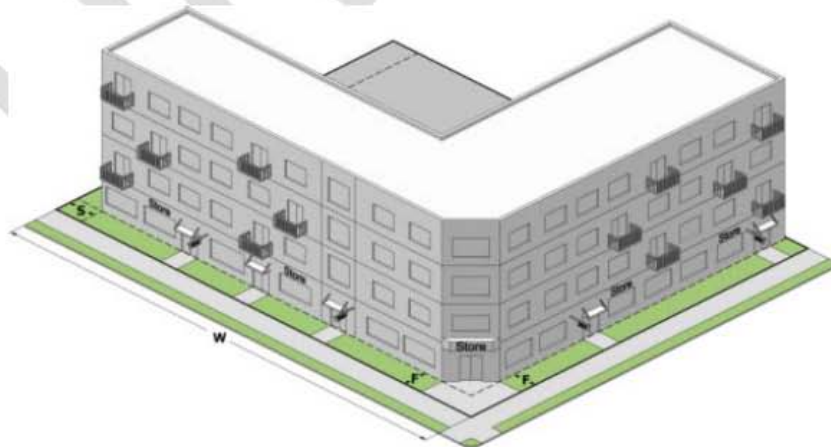
- c. Multi-Family Residential: A multi-family residential structure containing three or more dwelling units that may be arranged in a number of configurations.



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- d. Vertical Mixed Use: A multi-story building that contains a mix of commercial and/or office with residential uses.



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E. Street Types

1. Street Types Intent: The intent of identifying specific types of streets in the streetcar districts is to:
 - a. Ensure that a hierarchy of transportation is established;
 - b. Guarantee access to private property; and
 - c. Determine the appropriate manner in which buildings address streets.

2. Street Types Established: The following types of streets are hereby established. The location and applicability of Street Type regulations are shown on map 21A.27.040.C Regulating Plan Map.
 - a. Greenway Street: Streets that contain a streetcar line and stops and various types of multi-use trails. Greenway streets may provide access for pedestrians and bicycles. Automobiles are not permitted on Greenway streets.
 - b. Neighborhood Street: Neighborhood streets are intended to serve the adjacent neighborhoods and are generally considered local streets. Automobile access may be provided to each individual lot. Access to certain building forms is not permitted from a Neighborhood street unless the property only has frontage on a Neighborhood street.
 - c. Pedestrian Street: Pedestrian streets are those streets that are designed to accommodate a high number of pedestrians. Automobile access to private property may be permitted. Pedestrians are the priority.
 - d. Access Street: Access streets are designed to provide automobile and service access in a manner that balances the needs of automobiles and pedestrians.

F. Specific Intent of Regulations

1. Building Form Standards:
 - a. Encourage building forms that are compatible with the neighborhood and the future vision for the neighborhood by acknowledging there will be different scaled buildings in the area;
 - b. Arrange building heights and scale to provide appropriate transitions between buildings of different scales and adjacent areas, especially between different sub-districts.
 - c. Guide building orientation through setbacks and other requirements to create a consistent street edge, enhance walkability by addressing the relationship between public and private spaces, and ensure architectural design will contribute to the character of the neighborhood;
 - d. Use building form, placement, and orientation to identify the private, semi-private, and public spaces;
 - e. Minimize the visual impact of parking areas; and
 - f. Minimize conflicts between pedestrians, bicyclists, and vehicles.

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2. Design Related Standards:
 - a. Implement applicable master plans;
 - b. Continue the existing physical character of residential streets while allowing an increase in building scale along identified types of streets;
 - c. Arrange buildings so they are oriented towards the street or the greenway in a manner that promotes pedestrian activity, safety, and community;
 - d. Provide human-scaled buildings that emphasize design and placement of the main entrance and exit of the building on street facing facades;
 - e. Provide connections to transit through public walkways;
 - f. Provide areas for appropriate land uses that encourage use of public transit and are compatible with the neighborhood, and
 - g. Promote pedestrian and bicycle amenities near transit facilities to maximize alternative forms of transportation.
 - h. Screening: All building equipment and service areas, including on grade and roof mechanical equipment and transformers that are readily visible from the public right of way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact, or enclosed as to appear to be an integral part of the architectural design of the building.

G. Building Form Standards

1. The provisions of this section shall apply to all properties located within the FB-SC and FB-SE zoning districts as indicated on the map in subsection C above.
2. Building form and street type standards apply to all new buildings and additions when the new construction related to the addition is greater than 25% of the footprint of the structure or 1,000 square feet, whichever is less. Refer to section 21A.27.040.H for more information on how to comply with the Building Configuration Standards. The graphics included provide a visual representation of the standards as a guide and are not meant to supersede the standards in the tables. Only building forms identified in the table are permitted.
3. Streetcar Core Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District.

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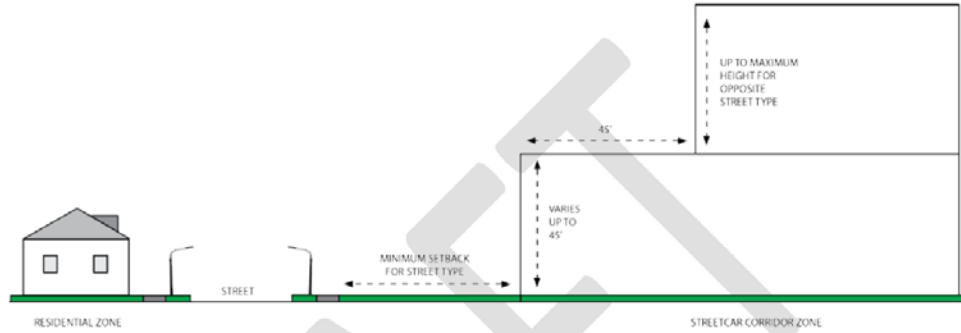
Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District

Building Height and Placement		Building Form		
		Multi-Family Residential	Mixed Use	Store Front
H	Height (per street type) measured from established grade	Greenway	Minimum of 2 stories. Maximum of 45 feet.	
		Neighborhood	No minimum. Maximum of 45 feet.	
		Pedestrian	Minimum of 2 stories. Maximum of 105 feet.	
		Access	Minimum of 2 stories. Maximum of 105 feet.	
	Special Height Provisions for multiple frontage properties		For properties that have frontage on multiple streets type with different maximum height requirements, the lower of the maximum heights applies to a horizontal measurement equal of the lower of the two heights measured from the building setback. See illustration below.	
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.	
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.	
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.	
		Access	Minimum of 15 feet. Maximum of 25 feet.	
B	Required Build-To	Minimum of 50% of any street facing façade shall be built to the minimum setback line		
S	Interior Side Yard	When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.		
R	Rear Yard	When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.		
I	Minimum Lot Size	4,000 square feet; not to be used to calculate density		
W	Minimum Lot Width	50 feet		

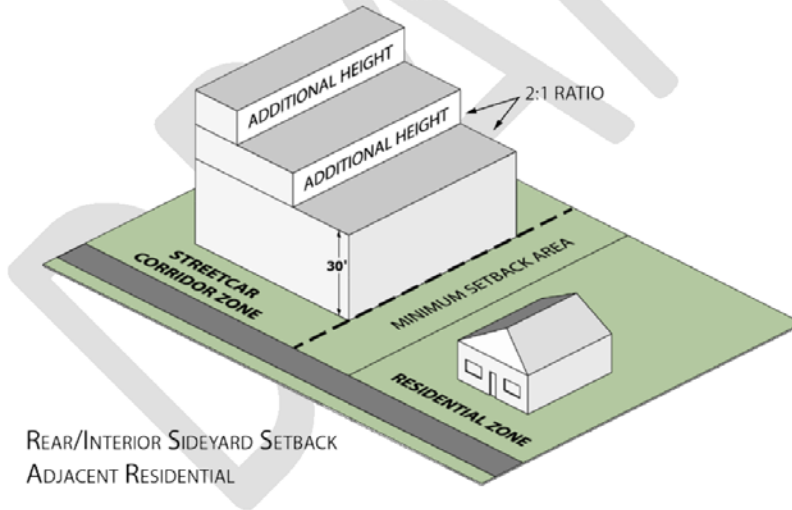
This is a draft document the purpose of which is to provide people with something to comment on. Based on feedback, best practices, construction realities, etc., the draft will be modified.

DU	Dwelling Units per Building Form	No minimum or maximum
BF	Number of Building Forms per Lot	One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.

Special Height Provision for Multiple Frontage Properties Illustration



Interior Side Yard and Rear Yard Illustration



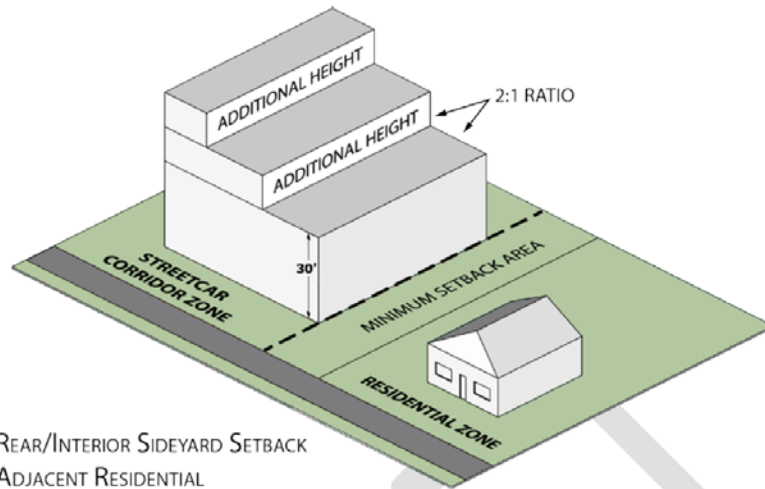
4. Streetcar Edge Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.4 Building Form Standards Streetcar Core Sub-District.

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Table 21A.27.040.G.4 Building Form Standards Streetcar Edge Sub-District

Building Height and Placement			Building Form			
			Row House	Cottage Development	Multi-Family Residential	Mixed Use
H	Height (per street type) measured from established grade	Greenway	Maximum of 45 feet.			
		Neighborhood	Maximum of 45 feet.			
		Pedestrian	Maximum of 45 feet.			
		Access	Minimum of 2 stories. Maximum of 45 feet.			
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.			
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.			
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.			
		Access	Minimum of 15 feet. Maximum of 25 feet.			
B	Required Build-To	Minimum of 50% of street facing façade shall be built to the minimum setback line				
S	Interior Side Yard	When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.				
R	Rear Yard	When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.				
I	Minimum Lot Size	4,000 square feet; not to be used to calculate density				
W	Minimum Lot Width	50 feet				
DU	Dwelling Units per Building Form	No minimum or maximum				
BF	Number of Building Forms per Lot	One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.				

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REAR/INTERIOR SIDEYARD SETBACK
ADJACENT RESIDENTIAL

- Streetcar Design Standards: Design standards are listed below in Table 21A.27.040.G.5 Design Standards for all streetcar sub-districts.

Table 21A.27.040.G.5 Design Standards for all Streetcar Sub-Districts



Standard	All Building Forms
Building Entry	Minimum of one building entry per street frontage. An additional entry feature is required for every 75 feet of building wall adjacent to an established street. Side entries for multiple dwelling unit buildings are permitted provided there is at least one primary entrance facing a public street.
Pedestrian Connections	Pedestrian access to public walkway is required.
Ground Floor Transparency	Minimum of 60% of street facing façade, located between two and eight feet above the grade of the sidewalk, shall be transparent glass. This may be reduced to 30% if ground floor is occupied by residential uses.
Open Space	A minimum of 10% of lot area shall be provided for open space. Open space may include landscaped yards, patios, dining areas, balconies, rooftop gardens, and other similar outdoor living spaces. Required parking lot landscaping or perimeter parking lot landscaping shall not count towards the minimum open space requirement.
Upper Level Outdoor Space	All street facing residential units above the ground floor shall contain a usable balcony that is a minimum of four feet in depth. Balconies may overhang any required yard.
Building Façade Materials	A minimum of 70% of the ground floor of any street facing building facade shall be clad in glass, brick, masonry, textured or patterned concrete, metal, wood, or stone. Other materials may count up to 30% of the street facing building façade

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H. Building Configuration Standards Defined:

The building configuration standards are defined in this section. The defined standards in this section are intended to identify how to comply with the building configuration standards listed in the above tables:

1. Building entry: An entry will be considered to be the main entrance to a building intended for pedestrian use. Minimum of one main entry with an entry feature facing a public street or walkway. Buildings that front a public street and the streetcar corridor shall have one entry facing a street and one entry facing the streetcar corridor. Multi-family unit buildings shall have a minimum of one main entry with porch or stoop for at least one of the dwelling units facing a street. The main entry for the second dwelling unit may face the street, streetcar corridor, or side yard but also must have a porch or stoop entrance. Where required, the building entry must be one of the following:
 - a. Door on the same plane as street or streetcar facing façade.
 - b. Recessed Entry: Inset behind the plane of the building no more than 10 feet. If inset, then the sidewalls of the inset must be lined with clear glass if a commercial use. Opaque, smoked, or darkened glass is not permitted.
 - c. Corner Entrance: Entry that is angled or an inside corner located at the corner of two intersecting streets. If a corner entrance is provide, it shall count as being an entrance on both streets.
 - d. Encroachments: a permitted entry feature may encroach into a required yard provided no portion of the porch is closer than five feet to the front property line.
 - e. The following building entries are permitted as indicated:

Entry Feature permitted based on Building form type	Cottage Development	Row House	Multi-Family	Vertical Mixed Use	
Porch and Fence: A planted front yard where the street facing building façade is set back from the front property line with an attached porch that is permitted to encroach into the required yard. The porch shall be a minimum of six feet in depth. The front yard may include a fence no taller than three feet in height.	P	P	P		
Terrace or Lightwell: An entry feature where the street facing façade is setback from the front property line by an elevated terrace or sunken lightwell. May include a canopy or roof.	-	P	P	P	

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<p>Forecourt: An entry feature wherein a portion of the street facing facade is close to the property line and the central portion is set back. The court created must be landscaped, contain outdoor plazas, outdoor dining areas, private yards, or other similar features that encourage use and seating.</p>	P	P	P	P	
<p>Stoop: An entry feature wherein the street facing facade is close to the front property line and the first story is elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance contains an exterior stair and landing that is either parallel or perpendicular to the street. Recommended for ground floor residential uses.</p>	P	P	P	P	
<p>Shopfront: An entry feature where the street facing facade is close to the property line and building entrance is at sidewalk grade. Building entry is covered with an awning, canopy, or is recessed from the front building facade, which defines the entry and provides protection for customers.</p>	-	-	P	P	
<p>Gallery: A building entry where the ground floor is no more than 10 feet from the front property line and the upper levels or roofline cantilevers from the ground floor facade up to the front property line.</p>	-	-	P	P	

2. Pedestrian Connections: When provided, the following pedestrian connection standards apply:
 - a. The connection shall provide direct access from any building entry to the public sidewalk, streetcar corridor or walkway.
 - b. The connection shall comply with American with Disabilities Act (ADA) standards for accessibility.
 - c. The connection shall be fully paved and have a minimum width of four feet.
 - d. The connection shall be separated from vehicle drive approaches and drive lanes by a change in grade and a wheel stop or curb if the walkway is less than eight feet wide when feasible
 - e. Pedestrian connections that lead directly from the sidewalk to the primary building entrance may contain wing walls, no taller than two feet in height for seating, landscaping, etc.

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3. Ground Floor Transparency: When provided, the ground floor transparency standards apply:
 - a. There must be visual clearance behind the glass for a minimum of six feet. Three-dimensional display windows at least six feet deep are permitted and may be counted toward the 60% glass requirement.
 - b. 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.
 - c. The reflectivity in glass shall be limited to 18%.
 - d. 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 comply with these standards.

I. Cottage Development Standards:

1. Setbacks between Individual Cottages: All cottages shall have a minimum setback of eight feet from another cottage.
2. Footprint: No cottage shall have a footprint in excess of 850 square feet.
3. Building Entrance: All building entrances shall face a public street or a common open space.
4. Open Space: A minimum of 250 square feet of common, open space is required per cottage up to a maximum of 1,000 square feet. At least 50% of the open space shall be contiguous and include landscaping, walkways or other amenities intended to serve the residents of the development.

J. Design Standards Alternatives:

1. Alternatives to the minimum setback. Where a minimum setback standard applies, the following alternatives may count towards the minimum setback requirement as indicated.
 - a. Landscaping walls: landscaping walls between 24 inches and 42 inches high may count toward 25% of the minimum requirement provided the following:
 - 1) The ability to sit on the wall is incorporated into the design.
 - 2) The wall is constructed of masonry, concrete, stone or ornamental metal.
 - 3) The wall maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
 - b. Pergolas and trellis: Pergolas and trellis may count toward 25% of the minimum build to requirement provided the following:

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- 1) The structure is at least 48 inches deep as measured perpendicular to the property line.
 - 2) A vertical clearance of at least eight feet is maintained above the walking path of pedestrians.
 - 3) Vertical supports are constructed of wood, stone, concrete or metal with a minimum of six inches by six inches or a radius of at least four inches.
 - 4) The structure maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
- c. Arcades: Arcades may count up to 100% of the minimum requirement provided the following:
- 1) The arcade extends no more than two stories in height.
 - 2) No portion of the arcade structure encroaches onto public property.
 - 3) The arcade maintains a minimum pedestrian walkway of four feet.
 - 4) The interior wall of the arcade complies with the Building Configuration standards.
- d. Plazas and Outdoor Dining: Plazas and outdoor dining areas may count towards up to 50% of the minimum requirement:
- 1) The plaza or outdoor dining is between the property line adjacent to the street or the streetcar corridor and the street facing building façade.
 - 2) Shall be within two feet of grade with the public sidewalk.
 - 3) The building entry shall be clearly visible through the courtyard or plaza.
 - 4) The building facades along the courtyard or plaza shall comply with the Ground Floor Transparency requirement.
2. Alternatives to the ground floor transparency requirement: The Planning Director may modify the ground floor transparency requirement in the following instances:
- a. The requirement would negatively impact the historical character of a building;
 - b. The requirement conflicts with the structural integrity of the building and the structure would comply with the standard to the extent possible.

K. Landscaping:

All required front yards or areas between a street facing building façade and a street shall be landscaped and maintained as landscaping. Plazas, courtyards, and other similar permitted features count towards the landscaping requirements.

1. Park Strip Landscaping: Park strip landscaping shall comply with section 21A.48.060 of this Title. Outdoor dining, benches, art, and bicycle racks shall be permitted in the park strip subject to City approval.

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2. Landscaping in Required yards: Where a front yard or corner side yard is provided, the yard shall be landscaped and maintained in good condition. The following standards apply:
 - a. At least one-third (1/3) of the yard area shall be covered by vegetation, which may include trees, shrubs, grasses, annuals, perennials, or vegetable plants. Planted containers may be included to satisfy this requirement.
 - b. No vegetation shall block the clear view at any driveway or street intersection and shall not exceed 30 inches in height.
 - c. Asphalt as paving material located in a front yard or corner side yard is prohibited.
3. Parking lot landscaping: Surface parking lots with more than ten parking stalls shall comply with the following requirements:
 - a. Perimeter Landscaping Buffer. A seven foot wide perimeter landscaping buffer is required. The buffer shall be measured from the property line to the back of curb or edge of asphalt.
 - b. The landscaped buffer shall comply with Table 21A.48.070.G Required Perimeter Parking Lot Landscaping Improvements.
4. Any applicable standard listed in 21A.48 Landscaping shall be complied with. Where this section conflicts with 21A.48, this section shall take precedent.

L. Permitted Encroachments and Height Exceptions:




Obstructions and height exceptions are permitted as listed in this section or 21A.36.020.

1. Canopies: Canopies covering the primary entrance or entrances to a structure may extend into the right of way provided all City processes and requirements for right of way encroachments are complied with.
2. Projecting Shade Structures:
 - a. Projecting shade structures, such as awnings, marquees, window shades, trellises, and roof overhangs, may be used to provide articulation and regulate building temperature, especially along south facing building facades. When used, a projecting shade structure may extend up to 5 feet into a required yard or over the public street.
 - b. Projecting shade structures shall not block storefront or display windows, piers, columns, pilasters, architectural expression lines, or other prominent façade features.
 - c. If used over a sidewalk or walkway, projecting shade structures shall maintain a vertical clearance of ten feet above the adjacent sidewalk or walkway.



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M. Signs:



1. **Applicability:** This section applies to all signs located within the FB-SC and FB-SE zoning districts. This section is intended to list all permitted signs in the zone. All signs noted below are allowed in either zoning district. All other regulations in chapter 21A.46 Signs apply.

<p>A-Frame Sign</p> 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of two feet.
	Height	Maximum of three feet.
	Obstruction Free Area	Minimum of eight feet must be maintained at all times for pedestrian passage.
	Location Permitted	Private property or a public street or streetcar corridor.
<p>Awning or Canopy Sign</p> 	Specifications	
	Quantity	One per window.
	Width	Equal to the width of the façade or the window they are located adjacent to.
	Projection	No maximum depth from building façade, however, design subject to mitigation of rainfall and snowfall runoff, conflict avoidance with tree canopies, and issuance of encroachments permits where required.
	Clearance	Minimum of 10 feet of vertical clearance.
	Letters and Logos	Allowed on vertical portions of sign only.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
<p>Construction Sign, (see definition in 21A.46)</p>	Specifications	
	Quantity	One per construction site.
	Height	Maximum of 8 feet.
	Area	Maximum 64 square feet.
	Location Permitted	Private property or a public street or streetcar corridor.
<p>Flat Sign</p> 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of 90% of width of leasable space.
	Height	Maximum of three feet.
	Area	1½ square feet per linear foot of store frontage.
	Projection	Maximum of one foot.

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Nameplate Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Area	Maximum of three square feet.
Political Sign (see definition in 21A.46)	Specifications	
	Quantity	No limit.
	Height	Maximum six feet.
	Area	Maximum 32 square feet.
Private Directional Sign (see definition in 21A.46)	Specifications	
	Quantity	No limit.
	Height	Five feet.
	Restriction	May not contain business name or logo
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Projecting Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Area	Six square feet per side, 12 square feet total.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Projecting Parking Entry Sign (see projecting sign graphic)	Specifications	
	Quantity	One per parking entry.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Height	Maximum of two feet.
	Area	Four square feet per side, eight square feet total.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Public Safety Sign	Specifications	
	Quantity	No limit.
	Height	Maximum of six feet.
	Area	Eight square feet.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

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		Specifications	
 <p>Real Estate Sign</p>	Quantity	One per leasable space. Leasable spaces on corners may have two.	
	Height	Maximum of four feet for residential signs. Maximum of six feet for commercial signs.	
	Area	Eight square feet is the maximum for residential. 16 square feet is the maximum allowed for commercial.	
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.	
		Specifications	
 <p>Window Sign</p>	Quantity	1 per window	
	Height	Maximum of three feet.	
	Area	Maximum of 25% of window area.	
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.	

N. Accessory Uses, Buildings and Structures:

1. **Applicability:** The standards in this section apply to all accessory uses, buildings and structures in all the FB-SC and FB-SE districts.
2. **General Standards:**
 - a. **Specifically allowed structures:**
 - 1) **Residential Buildings:** Garages, carports, sheds, garden structures, and other similar structures are permitted:
 - a) Accessory buildings are permitted in rear yards only. Buildings associated with community gardens and urban farms are permitted in the buildable area of any lot and any rear yard area
 - b) No accessory structure shall exceed fifty percent (50%) of the footprint of the principal structure. Garages and carports may be built to a size necessary to cover parking spaces provided all other requirements in this chapter are complied with.
 - c) **Building Height:** No accessory structure shall exceed 17 feet in height to the top of the ridge unless otherwise authorized in this Title.
 - d) **Required Setbacks**
 - I. **Setbacks along Established Streets**
 - a) **Greenway Streets:** not permitted within 15 feet of a property line.

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- b) Pedestrian Streets: Not permitted between property line and principal structure.
 - c) Access Streets: Permitted in a corner side yard provided the accessory structure is located at least 10 feet behind the street facing façade of the principal structure.
 - d) Neighborhood Street: Permitted in a corner side yard provided the accessory structure is located behind the street facing façade of the principal structure.
- II. From side property line: A minimum of one foot.
 - III. From any rear property line: A minimum of one foot.
 - IV. From any property line: A minimum of one foot.
 - V. From the street facing plane of any principal building: A minimum of 10 feet.
- b. Fences, walls and retaining walls: The following regulations of fences and walls apply:
- 1) Fences along Established Streets:
 - a) Greenway Street: Permitted in front and corner side yard to a maximum height of three feet. Fences up to six feet in height may be located a minimum of 15 feet from the street property line. Special exceptions for additional height are not authorized.
 - b) Pedestrian Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - c) Access Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - d) Neighborhood Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - 2) Permitted materials: fences and walls may be constructed of the following materials: wood, metal, stone or masonry. Chain link, vinyl, or synthetic wood products are permitted fence materials only along interior side yards or in rear yards.
- c. Urban Agriculture structures: Hoop houses and cold frames are permitted in any yard up to a height of 24 inches.
- d. Structures not listed: Accessory structures not listed in this chapter may be

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permitted as a special exception pursuant to 21A.52. All other requirements, including location requirements found in this section shall be complied with.

O. Parking Regulations:

1. Intent: The intent of parking regulations for the FB-SC and FB-SE zoning district is to provide necessary off street parking while limiting the amount of land dedicated to parking.
2. Minimum Parking Requirements: There are no minimum parking requirements for any use in the FB-SC and FB-SE zoning districts.
3. Maximum Parking Requirement: The maximum parking requirement is equal to the minimum off street parking requirements found in chapter 21A.44.
4. Parking and Established Streets: The regulations in Table 21A.27.040.O.4 Parking and Established Streets apply to properties that have frontage on established streets.

Table 21A.27.040(O)(4)

	Greenway Street	Neighborhood Street	Pedestrian Street	Access Street
Vehicle access location	Not permitted.	Only permitted when Access Street is not accessible. One driveway per building form.	Only permitted when Access Street is not accessible.	One driveway per building form or one driveway for every 100 feet of frontage.
Driveway width	Not applicable.	Maximum of 24 feet.		Maximum of 30 feet.
Curb Radius	Not permitted.	5 feet	10 feet	20 feet
Surface Parking in Front or Corner Side Yard	Permitted if setback a minimum of 15 feet and screened.	Not permitted		
Minimum Sidewalk width	Not applicable.	10 feet		
Minimum park strip width	Not applicable.	8 feet		

5. Parking Design Standards: Other than the parking standards identified in this section, all sections of chapter 21.44 Parking shall apply.

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6. Bicycle Parking: Bicycle parking shall be as follows:
 - a. Residential Uses: Three bicycle stall for every five residential dwelling units. If four or more bicycle stalls are provided, 50% of the stalls shall be located so they are available for public use.
 - b. Non-Residential Uses: Bicycles stalls for non-residential uses shall be provided as follows:
 - 1) Retail and Restaurant: One bike stall per 2,500 square feet of gross area.
 - 2) Office: One bike stall for every 1,500 square feet of gross area.If four or more bicycle stalls are provided, 50% of the stalls must be located so they are available for public use.
 - c. Bicycle Stall Design Standards: All bicycle parking stalls shall comply with the following standards:
 - 1) Each bicycle parking space shall be sufficient to accommodate a bicycle at least six feet in length and two feet wide.
 - 2) Include some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be secured using a locking device.
 - 3) Bicycle parking for public use shall be located as close to the primary building entrance as possible.
 - 4) Bicycle parking for public use shall be located within twenty five feet of a public sidewalk so parked bicycles can be seen from either a storefront window or street.
 - 5) Bicycle parking shall be illuminated when located outside of enclosed building. Illumination may be provided by lights attached to the building, lights from inside the building or from other outdoor lighting.
 - 6) A minimum five feet of clear space shall be provided around the bicycle parking to allow for safe and convenient movement of bicycles.
 - 7) Bicycle parking may be located inside of the principal building or an accessory structure that is legally located provided at least 50% of the required bicycle parking is located where it may be used by the public.

P. Permitted Land Uses:

1. Applicability: The table of permitted uses applies to all properties in the FB-SC and FB-SE

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zoning districts:

- a. Permitted Uses: A use that contains a P in the specific sub-district is permitted in the sub-districts.
- b. Uses not listed: Uses not listed are prohibited unless the Zoning Administrator has made an Administrative Interpretation that a proposed use is more similar to a listed permitted use than any other defined use. A use specifically listed in any other land use table in Title 21A that is not listed in this section is prohibited.
- c. Building Form: Uses that are included in the description of each Building Form are permitted in the sub-district where the Building Form is permitted.

Table 21A.270.040.P Permitted Uses

Use	FB-SC and FB-SE
Accessory use, except those that are specifically regulated in this chapter, or elsewhere in this title	P
Alcohol, microbrewery	P
Alcohol, social club	P
Alcohol, tavern or brewpub, 2,500 square feet or less in area	P
Animal, veterinary office	P
Antenna, communication tower	P
Art gallery	P
Bed and breakfast	P
Bed and breakfast inn	P
Bed and breakfast manor	P
Clinic (medical, dental)	P
Community garden	P
Daycare center, adult	P
Daycare center, child	P
Dwelling, assisted living facility (large)	P
Dwelling, assisted living facility (small)	P
Dwelling, cottage	P
Dwelling, group home (large)	P
Dwelling, group home (small) when located above or below first story office, retail, or commercial use, or on the first story where the unit is not located adjacent to street frontage	P
Dwelling, multi-family	P
Dwelling, residential substance abuse treatment home (large)	P
Dwelling, residential substance abuse treatment home (small)	P
Dwelling, rooming (boarding) house	P
Dwelling, single-family attached (Row House building only)	P
Dwelling, single-room occupancy	P

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Dwelling, transitional victim home (large)	P
Dwelling, transitional victim home (small)	P
Eleemosynary facility	P
Farmers' market	P
Financial institution	P
Funeral home	P
Hotel/motel	P
House museum in a landmark site	P
Laboratory (medical, dental, optical)	P
Library	P
Mixed use developments including residential and other uses allowed in the zoning district	P
Museum	P
Nursing care facility	P
Office, medical or dental	P
Office and/or reception center in landmark site	P
Open space	P
Park	P
Parking, off-site	P ¹
Photo finishing lab	P
Place of worship	P
Plazas and squares	P
Recreation, commercial (indoor)	P
Recreation, community center	P
Recreation, health and fitness facility	P
Research and development facility	P
Research facility (medical/dental)	P
Restaurant	P
Retail goods establishment	P
Retail goods establishment, plant and garden shop with outdoor retail sales area	P
Sales and display (outdoor)	P
School, college or university	P
School, music conservatory	P
School, professional and vocational	P
School, seminary and religious institute	P
Seasonal farm stand	P
Solar array	P
Store, specialty	P
Studio, art	P
Studio, dance	P
Theater, movie	P
Urban farm	P
Utility, building or structure	P

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Utility, transmission wire, line, pipe or pole	P
Vending cart, private property	P
Wireless telecommunications facility (see Table 21A.40.090.E of this title)	P

Footnotes:

1. Parking, Off-Site is only permitted on parcels that contain a principal building and shall comply with the parking requirements identified in the Building Form Standards section. No principal building shall be demolished to accommodate off-site parking. Consideration to allow off-site parking will be made when it is part of a larger cohesive development presented as one project to the City

DRAFT

Attachment D

Proposed Master Plan Changes

Sugar House Streetcar

Master Plan & Zoning



Proposed Master Plan Amendment (PLNPCM2012-00577)

Future Land Use Map

- Change properties near 500 East and 900 East stations to Mixed Use – High Intensity. This is an existing land use category in the Master Plan and is defined as follows (Page 2 of the existing plan):

High-Intensity Mixed Use

High-Intensity Mixed Use allows an integration of residential with business uses, typically at ground floor levels. Height limits generally include two- to four-story structures. The intent is to support more walkable community development patterns located near transit lines and stops. Proposed development and land uses within the High-Intensity Mixed Use area must be compatible with the land uses and architectural features surrounding each site.

- Change properties near 700 East station to Community Transit District. This would be a new land use category and is described below.

Community Transit District

Add the Community Transit District land use category to the Sugar House Future Land Use Plan Sugar House Development Objectives section of the plan (Page 2 of the existing plan):

Community Transit District

The Community Transit District supports the development of a localized urban center that capitalizes on close proximity to the Sugar House Streetcar corridor and arterial streets. Uses include a mix of residential, retail, commercial, and office with buildings oriented to the pedestrian environment. Building height and density is concentrated along arterial streets and is similar to the height, density, and design in the Sugar House Business District which would create two active destinations linked by transit. While being a high density area, development in the Community Transit District also respects and is compatible with the surrounding residential neighborhoods. Future public improvements should be focused on creating an interconnected and cohesive district that caters to all modes of transportation including pedestrians and cyclists.

Additional Master Plan Text

Add the following language to the Mobility, Access & the Pedestrian Experience Section of the Master Plan:

Sugar House Streetcar and Greenway Corridor

The Sugar House community has long envisioned the transformation of the Denver Rio Grande rail right-of-way into a public transit and multi-use trail corridor. In 2012, this vision came to fruition as construction began on the Sugar House Streetcar and Greenway, a two mile long transit and active transportation corridor that connects the Sugar House Business District with the north-south TRAX light rail line at 2100 South in South Salt Lake City.

In 2011, the Redevelopment Agency of Salt Lake City funded an effort to create a vision for the streetcar corridor and surrounding area. This resulted in a set of recommendations put into a report titled Sugar House Streetcar Land Use and Urban Design Recommendations. As a result of this process, the City of Salt Lake City has funded improvements to transform the streetcar corridor into a greenway that includes dedicated multi-use pathways and amenities.

Many of the recommendations stated in the Land Use and Urban Design Recommendations report that are related to the streetcar and greenway corridor itself have been implemented. There are still improvements that should be considered in the future to activate the corridor, support existing neighborhoods, and create vibrant transit oriented districts near the streetcar stops.

Policies

- Work with Utah Transit Authority (UTA) to add a neighborhood serving streetcar stop near 800 East.
- Where easements exist for automobile access within the corridor, the City should work with property owners to eliminate the easements. In the event of redevelopment of a property with an automobile access easement, all options must be explored to relocate and remove automobile access from the corridor.
- Restore the original rail line right-of-way boundaries by removing existing encroachments (structures, fences, parking, etc.).
- Streets that cross the corridor (500 East, 600 East, 700 East, 800 East, and 900 East) connect the corridor to adjacent neighborhoods; therefore, they should be developed as complete streets where feasible.
- Development along the streetcar and greenway should encourage transit and trail usage, and provide eyes on the corridor. All buildings should have entrances from the corridor, windows along the corridor, and should minimize blank walls. Seating, dining areas, and active accessory functions should be encouraged.
- Development should not overpower the corridor. Building heights should be sensitive to the open space characteristic of the corridor and allow sufficient sunlight.

- Improve the public right-of-way near the streetcar stations to enhance pedestrian and bicycle circulation. Specific projects include:
 - Work with Utah Department of Transportation (UDOT) to eliminate the right hand travel lanes along 700 East between 2100 South and the 700 East streetcar station and replace the travel lanes with on-street parking and a bike lane.
 - Widen the sidewalks within the Community Transit District and near the 500 East, 900 East, and McClelland streetcar stations to allow for a wider pedestrian thoroughfare, as well as additional space for furnishing and planting areas. One approach is to require additional front building setbacks with hardscaped front yard areas.
 - Connect Green Street to Wilmington Avenue to eliminate the dead end at the south end of Green Street.
- Analyze the feasibility of creating a beautification district within the Community Transit District to develop a program for the installation of and maintenance of street lighting, paving material, and landscaping with a common theme or pattern.
- Redevelop the City-owned open space property located at the southeast corner of 900 East and Sugarmont Drive into a transit supportive development. Redevelopment of the property should include sidewalk improvements that support a walkable and active development.

Attachment E

Public Input

Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?



Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

Introduction

The Salt Lake City Planning Division is seeking your input on the proposed master plan and zoning changes near the Sugar House Streetcar line. The streetcar is proposed to be operational in late 2013.

Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

As of May 2, 2013, 12:08 PM, this forum had:

Attendees: 456

Participants: 54

Hours of Public Comment: 2.7

54 participants posted comments

All comments sorted chronologically

As of May 2, 2013, 12:08 PM

<http://www.peakdemocracy.com/1265>

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Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~Duncan Campbell in District 7~~

~~April 20, 2013, 8:02 AM~~

~~I think that the streetcar would be a great addition to sugarhouse, if we use it properly. Like if we substitute it for driving and take the streetcar instead, that would result in less traffic, and people travel into sugarhouse regardless of the streetcar so I don't think that it would make that area more crowded than it already is. I say put the streetcar in!~~

~~Name not shown in District 6~~

~~April 26, 2013, 3:40 PM~~

~~I oppose the idea of putting street car in Sugar House with the following reasons:~~

~~1. Sugar House is an affluent area, we don't want any more unnecessary crowds, construction and traffic mess being added to the already small streets and quite/peaceful living area.~~

~~2. Street car will just devalue property values. Imagine the noise and rattle it creates, air polution, and crimes from people who don't live in the neighborhood.~~

~~3. Salt Lake City is not New York City where it's so congested that public transportation is highly needed. Salt Lake City is a small affluent unique town, especially the east area (Foothill, East bench, Sugar House) LEAVE the way it is.~~

~~4. Unnecessary tax spending. The money can be used for improving public school system. What a waste of money putting into the street cars where it will ruin the charm of Sugar House.~~

~~Name not shown in District 7~~

~~April 23, 2013, 1:36 PM~~

~~I am strongly opposed to the plan to extend the Sugarhouse "modern streetcar" north down 11th east. This opposition is based on a number of factors: 1) 11th and 2100 South is an already congested and overused intersection. The introduction of a streetcar will only add to current congestion, 2) A line extending to nowhere, at the bottom of the hill on 17th south makes no logical sense to any larger transportation plan, 3) the logical extension is due east through the existing and future business zone and then be routed along the north side of Sugarhouse park, ideally beyond, 4) Sugarhouse arguably consists of distinct mini neighborhoods defined by 11th e, 9th e, 7th e and 2100s, 1700 s, 1300s. An introduction of a trolley line on 11th e will increase traffic on all n s side streets west (and probably east) and further divide the exiting enclaves, 5) increased traffic in these areas decrease the desirability and family presence, which is a critical dimension of the Sugarhouse neighborhood.~~

~~This is a bad idea conceived on the recommendations of some "advisory council" that obviously has no connection or interest in the odd juxtaposition of public and private space that defines the Sugarhouse experience. Please do not proceed with this hasty extension plan. As stated above, the only logical extension is to connect the transit starved east bench area to the larger city network by continuing the rail line east.....not north.....~~

All comments sorted chronologically

As of May 2, 2013, 12:08 PM

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Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~I think the proposed street car should continue to head East, connecting to Sugarhouse Park and hopefully beyond. With this, improved bus service on the north/south lines in the area would be of great benefit.~~

~~Name not shown in District 5~~

~~April 23, 2013, 12:07 PM~~

~~I am strongly opposed to the extension of the Sugarhouse street car north on 1100 East. I have lived just off of 1100 East (near 1300 South) now for about 12 years and one of the reasons I bought a house in this area is because it is a quiet pedestrian neighborhood where people walk and ride their bikes. The traffic on 1100 East between 1700 South and 800 South is relatively light and there is currently UTA bus service on this route with low to average ridership.~~

~~The average cost of constructing a street car line is between \$2million and \$10million per mile (see <http://www.heritagetrolley.org/artoileBringBackStreetcars7.htm>). To complete the proposed section from Sugarhouse to 9th and 9th along 1100 East (about 3 miles) would cost between \$6million and \$30million. Using the lower number of \$6million and assuming that maintenance of street car service is in line with that of bus service, the UTA could offer FREE bus service on this route for 60 years (\$100,000/year) for the same cost of putting in a street car route. More realistically, the cost of construction will be closer to \$20million. UTA could offer FREE bus service for about 200 years at that rate.~~

~~Salt Lake City Council, please end the street car line at 2100 S. and Highland and stop wasting money.~~

~~Bruce Bradley in District 6~~

~~April 23, 2013, 9:38 AM~~

~~Very weak reasons were given in the Simonsen and Luke letters promoting eastward extension of the street car line.~~

~~Actually, residence properties eastward along 2100 S. would decline in value, and many residences would gradually be replaced by transient struggling commerce, spoiling the peaceful park and neighborhoods.~~

~~Residents do not want or need a street car.~~

~~If there are public funds to burn, please spend on bike racks, bike and pedestrian safety, and security personnel in the existing Sugarhouse business district.~~

~~Name not shown in District 7~~

~~April 23, 2013, 9:23 AM~~

~~I am a former U of U student as of 2010. Having the street car go directly to a simple University connection would have been great. As well as having access to Sugarhouse Park. I love the park but driving there even though it's so close discourages me at times. Be great to have a quicker route~~

All comments sorted chronologically

As of May 2, 2013, 12:08 PM

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Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~there and to 21st and 21st as I frequent those businesses and in-laws live that direction (walking distance from proposed route to the east.)~~

~~Personally, I would use the east route and be disgusted if the car goes north onto 1100, Highland. The congestion is already bad in this intersection and the east route stop (I'm assuming is only a block from most of those businesses to the north.~~

~~Thank you,~~

~~John Dunbar outside Salt Lake City~~

~~April 23, 2013, 8:45 AM~~

~~I have just finished reading Mr. Simonsen's well written letter regarding the Sugar House Streetcar line extension. I wholly agree with his arguments that the line should be extended to the east to Sugar House Park and the up 2100 South.~~

~~I believe that this will be the most cost effective and most beneficial use of this line and will ultimately provide the opportunity to make this line a true asset in our pursuit of efficient, convenient, and user friendly mass transit.~~

~~Thank you Mr. Simonsen for a well thought out and reasoned presentation.~~

~~Name not shown in District 6~~

~~April 23, 2013, 7:48 AM~~

~~Ordinarily, we can count on Charlie Luke for common sense among this ship of fools (City Council), but this time, he is failing us. Sluke (Simonsen Luke combo) is as unnatural as the 2100 South trolley extension. It is a Sugar House Trolley leave it in Sugar House proper, and don't destroy what is left of 2100 South, since if a trolley goes that route, kiss any remaining nice homes on that street goodbye. No one with any sense wants to live on 2100 as it is put a trolley in and you have commercial development or slum housing take your pick ditto the area across the street from Highland High, which, in just the past few years has seen home improvements, which will soon be a thing of the past after a trolley line goes in on 2100 South.~~

~~The tennis court area of Fairmont Park is an eyesore, community garden or not. Was there any planning at all when a decision was made to bisect this park with the Boys and Girls club and then neglect the tennis area entirely? This is the perfect time to undo this mess and turn it back into a park. If that can't happen, then the people on Simpson Avenue better get used to the fact that their once quiet, albeit neglected little neighborhood is gone. The Trolley (aka Becker's Folley) will undo that the name of the game is 'transit oriented development.'~~

~~Jeff Pickett in District 7~~

~~April 23, 2013, 12:32 AM~~

~~I live in District 7 and have lived here for nearly 30 years. I drive along 2100 South every day and, consequently, am very familiar with the traffic patterns along this street. With that background, I am~~

All comments sorted chronologically

As of May 2, 2013, 12:08 PM

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Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~greatly concerned about extending the Streetcar line beyond McClelland Street and north along 1100 East for the following reasons: (1) 1100 East is a narrow street that is already extremely congested. While a streetcar will reduce some traffic, I do not believe it would reduce traffic enough to offset the loss of one or more lanes. (2) The 2100 S/1100 E intersection is very busy. I drive through that intersection everyday during rush hour and cannot imagine how busy it would be with lane restrictions due to a streetcar line. (3) The destination serves a very limited population (2,500 students at Westminster) who need to travel a short distance to a single destination. While I recognize that there may be a need for these students, it seems like bus lines along 1100 East would be a better solution to meet their needs.~~

~~Despite these concerns, I am even more concerned with Council Member Simonsen's proposal of extending the Streetcar line east to Sugarhouse Park, Highland High, and eventually further east. I have these concerns for the following reasons: (1) While I have not seen a proposal as to the route that would be taken to extend the line from McClelland to Sugarhouse Park, it would seem to me that it would have to go along 1100 East to either 2100 South or Wilmington. For many of the reasons described above, I have concerns with the line going along 1100 East due to congestion. (2) The line would then either need to (a) go along 2100 South from 1100 East to 1300 East, which is the busiest section of 2100 South and which would limit access to those businesses along that section of 2100 South or (b) go east on Wilmington to 1300 East. 1300 East is already extremely congested and limiting a lane would further increase this congestion. (3) The stretch along 2100 South from 1300 East to 1700 East, while less congested than the 1100 East to 1300 East section, becomes incredibly congested during rush hour, particularly the westbound side with the two turn lanes that turn left (south) onto 1300 East. In addition, when there are accidents at that intersection, I have seen traffic backed up all the way to 2300 East. Having a streetcar line that takes some of those traffic lanes would further increase the congestion. (4) There are homes and a high school along 2100 South from 1300 East eastward. I worry that the children living in those homes and attending these schools will be at greater risk of accidents happening, particularly the young drivers attending Highland High. (5) I'm greatly concerned about extending the line beyond 1700 East as traffic is heavy and the streets are narrow. Particularly during the morning rush hour, there is a lot of congestion at the 21st/21st intersection because of parents taking their children to Dilworth. A streetcar will not solve these issues and will further compound them.~~

~~I recognize that the majority of my concerns relate to congestion in an already busy area and that the logical counter argument is that a streetcar will relieve the congestion. In his recent letter to the residents of District 7, Council Member Simonsen noted that there are "very few bus routes running north and south through this area, and none that run continuously east and west." I fear that we are not answering the question, "why is that the case?" The reason these bus lines don't exist is because the demand for public transportation in these areas does not exist. If the demand existed, UTA would create the necessary bus lines because they would generate a profit for UTA. Unfortunately, I fear we are living in the Field of Dreams with the mindset that "if we build it, they will come." That line of thinking is backwards. The proper line of thinking is if the demand for the services is there, we should build the line. I fear the demand is not there.~~

~~Finally, while we are no longer technically in a recession, most people are treating their personal finances as if we are in a recession. It seems to me that the prudent thing right now would be for our government to treat our tax dollars as if we were in a recession as well. Part of the money that is being spent on this is mine and I do not want my hard earned money spent making traffic in my~~

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Sugar House Street Car Zoning and Master Plan Amendments

What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~neighborhood more congested than it already is.~~

Jahn Barlow in District 3

April 22, 2013, 11:05 PM

I always favor more open space, so I can hardly believe that I'm about to advocate for rezoning the open space at the Sugar House tennis courts. However, this seems like a critical corner in connecting the emerging urban corridor along the streetcar line. The reality is there is nothing of interest between 900 East and McLelland, and this stretch of Sugarmont becomes even less inviting after dark. There is plenty of open space at Fairmont Park. What this corner needs is a really well-planned mixed-use SMALL-SCALE development that will serve as a neighborhood gathering place.

If you do rezone the tennis court open space, please find another suitable location for the community garden!

~~Donald Malouf in District 7~~

~~April 22, 2013, 8:04 PM~~

~~As residents of the Highland Park area of Salt Lake City, my wife and I would like to lend our support to the streetcar route proposed by our Councilman, Soren Simonsen.~~

~~We feel that extending the route farther east than 1100 East would provide more useful connections and result in less congestion than the route north through what is already a traffic problem.~~

~~Thank you so much for you attention.~~

~~Donald and Linda Malouf~~

~~Name not shown in District 7~~

~~April 22, 2013, 6:37 PM~~

~~I am against the Sugar House streetcar running on 1100 East. I use that road frequently, and I am concerned that with the streetcar on that road, it will become a "one way only" road...or even more narrow than it already is. The area near the post office is often chaotic as it is, and the businesses near there may suffer if it is more difficult for people to drive/park at for these locations. I do not believe that the streetcar would be more functional than the UTA bus system that already runs along that road. I use that bus often and would be disappointed if it's route were disrupted or changed.~~

~~Name not shown in District 7~~

~~April 22, 2013, 6:21 PM~~

~~We are not in favor of the Sugar House Streetcar line.~~

~~We live in this neighborhood and we feel that this will take our quiet neighborhood away. This would create intrusion of our neighbor and will add more traffic congestion.~~

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~~The bus system works very nicely serving Highland and 11th East.~~

~~Name not shown outside Salt Lake City~~

~~April 22, 2013, 5:38 PM~~

~~I agree with the Mayor's proposal that the streetcar go north on 1100 East. That makes more sense to me that it would increase ridership. There is not much at 2100 south and foothill. I am a member of the SL County Bicycle Advisory Committee and have looked at cycling and alternate forms of transportation for the last few years.~~

~~Thanks~~

~~Chris Peterson~~

~~Brad Clinch in District 7~~

~~April 22, 2013, 4:47 PM~~

~~I am a resident of District 7 and fully agree with Council Member Simonsen's opinion that the streetcar should not be constructed along 11th East. That street is much too tight and busy to be able to share with the streetcar. Future expansion of the streetcar line east toward Sugarhouse Park, and hopefully further east, is by far the best choice as access to the park and Highland High would be greatly improved. Imagine the potential to reduce some of the car traffic on the Fourth of July, to mention just one benefit to the 21st south option. Thank Council Mmber Simonsen for speaking up for your constituents!~~

~~Name not shown outside Salt Lake City~~

~~April 22, 2013, 4:22 PM~~

~~Please do not put the streetcar along 1100 East. There are many local businesses this would hurt. 2100 South seems like the logical choice, the street is wider and it could connect up to Foothill. Look at the studies regarding current bus routes usage. 1100 East does not get used and 2100 south does. I work on 1100 East and would hate to see construction on 1100 East for several months. 1100 East is a walkable street, 2100 South is not.~~

~~Name not shown in District 7~~

~~April 22, 2013, 10:41 AM~~

~~I am strongly opposed to a streetcar on 1100 East or through Sugar House Square. Having a streetcar on this route would dissect the heart of Sugar House, and sever the arteries that allow access to the businesses and residences in the area. I would prefer to see the streetcar line end at Phase 1 and continue with bus service in a "hub and spoke" concept. This concept would allow for a flexible solution to address future growth and broader service to the community. I believe extending the street car line, especially on 1100 East, would urbanize and destroy what makes Sugar House an attractive neighborhood.~~

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What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~I am a business owner in the path of the proposed street car. The proposed project and its ensuing construction would disrupt or eradicate my business. About 40-50% of my customers are car dependent. Losing even a few parking spots or having the entrances to available parking blocked, even for a few weeks, could highly impact people easily bringing large amounts of books to my door. This happens on a daily basis and the city needs to not disrupt that critical part of my business. 11th East buses are nearly empty going by and cause much of the traffic backup around my store. I believe we need to re-think the use of existing public transit very honestly, especially while existing construction projects are completed around the old Granite block. When that project is fully embedded into the neighborhood, the transit needs of Sugarhouse might look very differently. The proposed line, with its high price tag, should continue along 21st South to link with existing highly utilized spaces like Sugarhouse Park and Highland High School. Having a streetcar with no highly utilized destination and with such a great impact on existing businesses has no merit. Please see reason and don't waste immense resources to hurt the parts of 11th East in Sugarhouse that make it a desirable spot to visit.~~

~~Name not shown in District 6~~

~~April 21, 2013, 10:20 PM~~

~~I think that it is a great idea. The streetcar has become such an important part of travel for Utah residents especially in the Sugar House area. It helps to reduce gas emissions and traffic while promoting building commuties and making it easier to get from place to place. I think that the newly proposed streetcar is a great idea and that the construction that goes along with it is worth it. The Streetcar should continue to expand into the future as well.~~

~~Sarah Woolsey in District 7~~

~~April 21, 2013, 8:54 PM~~

~~Sugarhouse resident Sarah Woolsey--I also advocate for open space to remain at the tennis court area. This has brought lots of interaction/community--keep it a park, garden, interactive space.~~

~~Name not shown in District 5~~

~~April 21, 2013, 2:35 PM~~

~~Studies show that 2100 South has one of the most highly utilized bus lines and 1100 Est has one of the lowest utilized bus routes. This shows us all what the best option is. I understand Westminster is the only supporter of the 1100 East line, but they need to be realistic. 2100 South is very close to Westminster and student housing. PLEASE think about local businesses on 1100 East, they would all suffer greatly. NO STREET CAR ON 1100 EAST.~~

~~Name not shown in District 6~~

~~April 21, 2013, 2:27 PM~~

~~I would support the street car if it was self supporting, which it will never be. Having said that and knowing that the line is already being built, the best end point would be to connect to Foothill Village.~~

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What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~It should be obvious to everyone that 11th east is too narrow already for a street car. I think having a sugarhouse street car is a great idea, but i just don't see it working too well. The trax on 4th south and other places cause confusion and accidents; I would never want sugarhouse to feel that chaotic and overwhelming. We already have a lot of great buses, it is very easy to get where you need to be by using public transportation. Instead of adding a streetcar we could put some of the money into our bus systems. A streetcar in sugarhouse would increase the crowded feeling that already exists in the many narrow streets.~~

~~Ben Pendleton in District 7~~

~~April 20, 2013, 1:45 PM~~

~~My name is Ben Pendleton, I am 23 years old, and I have been a resident of the Sugarhouse area for the last 5 years. In that time I have attended and had to commute to Westminster College. I no longer attend the college but I can be a voice for those students because my wife and I are now new owners of a 4-plex on 800 East and just South of 2100 South. A lot of the applicants interested in renting from me are students who attend Westminster or the U of U. So naturally this streetcar proposal has a direct interest from my wife and I by increasing the interest of current and future tenants because it would run right next to our property. In my opinion, this proposed plan TO TAKE THE STREETCAR UP 2100 SOUTH would definitely benefit the community much more than the 1100 East option, and also my current and future tenants.~~

~~1100 East is a very narrow street and the construction alone would cause a huge concern for me and other members of the community.~~

~~This could also potentially require current businesses to close or move their locations because of the expansion required to run the streetcar down 1100 East.~~

~~1100 East is an established community and mostly residential North of 2100 South. So there isn't much more room for growth as you head further north. So why would we bring more transit to areas where the growth isn't going to be?~~

~~As a new homeowner I am very excited to have a voice in the community and I am very excited about what hic happening in Sugarhouse to help reinvigorate the township.~~

~~As homeowners in Sugarhouse, my wife and I are supporters of Soren Simonsen's proposal to take the street car further East.~~

~~Name not shown in District 7~~

~~April 20, 2013, 10:39 AM~~

~~Running the streetcar along 1100 East makes no sense at all. 1300 East is wider and closer to the college than 1100. In order to put it on 1100 East, the street would have to be widened, which could require tearing down some of the businesses on the street. I don't think any of the residents or business owners would like that too much.~~

~~I have lived in the area for over 40 years and like the quiet streets and small businesses. Don't~~

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~~change it now to service college students who would benefit more by having the streetcar go directly by their school, not 2 blocks away.~~

~~I agree with the plan proposed by Soren Simonsen.~~

~~Name not shown in District 6~~

~~April 19, 2013, 12:23 PM~~

~~As a resident of Sugarhouse for 20+ years, I do not feel that EITHER of the proposed routes for the Sugarhouse streetcar would be a good choice.~~

~~I chose to move to the area along 2100 South purely because of the aesthetics (the beauty of the park and mountains is unsurpassed), the sense of openness and ease of mobility. Running the tracks, wires and streetcars up and down this area would severely impact the beauty of the surroundings in a negative way, and impede one's ability to drive expeditiously. I also believe that when the aesthetics and "feeling" of an area is impacted in a negative way, property values go down, which is not good for homeowners nor the tax base.~~

~~I am also concerned about safety and security in a residential area (such as the one adjacent to Highland High, the proposed route), and have observed much unpleasantness in terms of loiterers and unsafe situations at many of the Trax stops downtown.~~

~~In addition, 2100 South is extremely crowded with traffic between 700 East and 1300 East, especially at lunchtime, rush hour, and on shopping weekends and holidays. I have experienced many near-misses with other cars simply because people are pressed for time and rushing to complete errands. Addition of a Trax line would severely impede traffic and be a huge disservice to those of us who must drive, for whatever reason.~~

~~The other proposed option, north on 1100 East would be equally bad due to already crowded conditions.~~

~~Why not investigate a 3rd option, perhaps north down 700 East? It is a wide street and could easily accommodate a Trax line.~~

~~The City of Atlanta has the best solution.....they run shuttle buses from their "MARTA" streetcar stations outward to wherever people are most likely to go.~~

~~Why not investigate that? A "hub and spoke" concept? It would be much more neighborhood friendly.~~

~~Also, I believe there used to be streetcar tracks that ran along the south edge of the area where "Sugarhouse BBQ" is located. Why not investigate whether that would be a viable option?~~

~~I realize the funding has been granted needs to be spent but please do not turn an otherwise beautiful area into a crowded, aggravating, visually ugly mess~~

Sugar House Street Car Zoning and Master Plan Amendments

What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~11th east is already too crowded and narrow with traffic congestion, especially during the winter holidays (post office). I think the line up to Sugarhouse park would be more beneficial and used by the public - students can easily walk to Westminster 2 blocks from the park area.~~

~~Name not shown in District 7~~

~~April 19, 2013, 9:08 AM~~

~~The Sugar House streetcar presents an opportunity to provide public transportation on a regional scale if it extends up 21st to Foothill. Park City commuters like myself would then be able to ride the bus, use the streetcar and leave our stinky cars in the mountains on most weekdays. Please extend the streetcar up 21st. Thanks~~

~~Name not shown in District 7~~

~~April 18, 2013, 10:55 PM~~

~~I believe that the expansion of the streetcar north on 1100 East is the best idea. This would be beneficial to the students attending Westminster College.~~

~~Ellie Pendleton in District 5~~

~~April 18, 2013, 3:43 PM~~

~~I do not want to see a Streetcar going down 11th East. That is a walking area. It is a narrow driving area. To put a Streetcar there would destroy all of the things we enjoy so much there. Let's leave Sargar House as it is. We love it. Many people are coming here because of the Small Town effect has on us all. Don't destroy what we love so much.~~

~~Jessica Steed in District 7~~

~~April 18, 2013, 11:29 AM~~

~~I adamantly oppose this streetcar line at all. If the world and the government were made of money then yes, I think a charming little train that clogs traffic and helps out a minor few achieve *their* idea of an ideal urban lifestyle would be tolerated. But as 30 million dollars is a lot of money and is paid for by hard working citizens I think the money is better spent elsewhere.~~

~~Name not shown in District 2~~

~~April 18, 2013, 8:15 AM~~

~~I believe there are positives and negatives to this. Positives are that it would help college students who don't have cars have a direct and less time consuming shot to their classes. It might also encourage walking in the area. Negatives would be adding more crowd to an already crowded area, since the Sugar House roads are so narrow. I think that if you can passed the extra squish, then it's a great idea.~~

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Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~I heartily support the extension of the streetcar north on 1100 East! This would be very beneficial to the thousands of Westminster College students, many of whom do not have cars, as it would allow us access to Central Pointe (and therefore the U of U, downtown Salt Lake, the airport, and south all the way to Draper). We're a very environmentally conscious group of people, and would love to be able to contribute to decreased emissions to better the valley's air quality by riding public transportation exclusively.~~

Clay Pendleton in District 5

April 17, 2013, 9:22 PM

~~I live close to the Sugarhouse area and feel that the zoning change to perhaps allow the Street Cars to go along 11th East would make it very difficult for traffic since it's already a "Squeeze Shoot Corridor" down a very narrow passage until to you come to Highland Dr. I would be against that proposed plan and would rather see the Street Car plan go up 21st South street or better make a connection from 7th East down to Van Winkle and then South perhaps down 9th East or South down 13th East to Sandy and perhaps further to Draper. We all know what caused most cities to get rid of their old street car systems in the first place The Oil and rubber industries. Salt Lake at one time had a nice street car system in place but for some personal reasons was torn up and disbanded like many other cities throughtout the United States. It would have been nice to still have in use the old style street cars working here in Salt Lake City, like they have in San Francisco, and we could have had most lines already in place so now were spending money to bring it back. If we are now planing to propose where are funds will be used and where they will run lets make it available to people so they don't have to drive to a location to get on one but make it close to walking distance. This is the reason why I feel that the connection made at 7th East would be a better choice because the street car could go straight down the middle of the street. Thereby, allowing plenty of room for both sides of traffic and an easy connection hookup back to the main lines that head to the University of Utah or back to downtown areas. This makes easier access for people wanting to travel to downtown areas on light rail.~~

Name not shown in District 7

April 17, 2013, 2:14 PM

Keep the Sugarmont Tennis Courts as open space for use by the community.

I am a sugar house home owner who moved to this neighborhood specifically for it's walk-ability, locally owned businesses and it's public/green spaces. I believe that it is essential to the neighborhood "feel" to maintain as much public space as possible. If the area near the boys and girls club needs to be rezoned I strongly recommend that it become an extension of the park that is already there and provide a place for community to meet, mingle, play and relax. The boys and girls club and the open space provides huge benefits to all of society, benefits that are measurable and invaluable. The area south of 2100 south is a community of homeowners who use the green spaces on a regular basis and know the value to the health of their families and their community.

I am and have been a supporter of the street car. I have also been a member of the Sugar House Community Garden. I see the value in both maintaining quiet places for community gathering and the value in growth and renovation. Striking the right balance so that communities thrive and prosper is

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hard to achieve. This is our chance to get it right. Keep the boys and girls club and the Sugarmont Tennis Courts a place that sugar house residents can use to strengthen our community ties by keeping it as open space.

Name not shown in District 7

April 17, 2013, 1:24 PM

When the city neglected this space for 20 years, a community group took it upon themselves to create a community garden. This designated open space wouldn't be up for development consideration if the city had kept it up as tennis courts or park space in the first place. Our neighborhood has shown plenty of interest and pride in keeping this space open. Please do not remove this land from city open space inventory.

The Boys & Girls Club is an anchor for families in our neighborhood. It offers us sports, summer camps, and is a licensed day care. Rezoning this land could put their location in jeopardy and the community wouldn't let this happen quietly. Please don't rezone and put their 50-year lease with the city on the table for developers.

~~Name not shown outside Salt Lake City~~

~~April 17, 2013, 12:17 PM~~

~~I am absolutely opposed to taking the street car above 1300 East on 2100 South. Those who want to access Sugarhouse Park will be able to walk there easily by the 1100 East location. Taking the street car closer to Highland High creates an unreasonable danger to children who attend the preschool at Highland as well as many young drivers. There is a high likelihood of a crash with a street car due to the number of inexperienced drivers going to and from Highland. Further, many Highland students walk to school across 2100 South. The amount of traffic already is difficult and sometimes dangerous. Let's not make it worse.~~

~~Further up 2100 South, approximately half of Dilworth Elementary's population has to cross 2100 South to go to school. This is already dangerous enough without adding a street car to the mix. Many of the children walk to and from school and placing a street car unreasonably increases the danger for 100's of small children.~~

~~Please do not extend the line up 2100 South above 1300 East.~~

Robert A Jones in District 7

April 17, 2013, 12:04 PM

Leave the tennis courts on Simpson Ave as open space. A few years ago, the city presented a plan to fix up the tennis court area and make it part of the park. The city should be headed in that direction, not developing it for housing. Sugar House needs more open space, not less.

Lynn Schwarz in District 7

April 17, 2013, 9:23 AM

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What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

Please do not remove the Boy's and Girl's Club and former tennis court areas from the open space inventory! We need more open space, not less.

Also, please do not allow SROs or boarding houses as a permitted use.

~~Name not shown in District 5~~

~~April 17, 2013, 5:49 AM~~

~~Why, as always, is SLC asking for input from nearby residents and businesses after its already determined (and paid) for its plan. I have a business right on the boundary of this mess, but was given no prior notice nor asked for any input until now.~~

Teddy Anderson in District 7

April 16, 2013, 8:46 PM

The new streetcar line runs along my back yard and I am thrilled to live in a city valuing and funding these projects! As many before have said, I highly value the "open space" on 900 for the community garden. ~~Let's throw a little money that way, too. And, I personally support the idea of the next phase going east along 2100 S. This would start connecting us better to the east bench, and in the mean time serve as a natural extension for getting to the park and beyond. 1100 is such a nice walking street for those wishing to venture forth from the main plaza. But as of December I am very excited to walk out my back door and take a train to the airport! Nice work, city. I appreciate your dedication and work.~~

~~Name not shown in District 2~~

~~April 16, 2013, 2:15 PM~~

~~It's really nice that there is going to be a new kind of transportation, and i support that decision because it will help people get to their destiny fast without waiting~~

Name not shown in District 7

April 16, 2013, 2:04 PM

Please leave the tennis courts as open space. They are currently being used as a community garden and it would be great to have that included in the master plan. I don't believe that we need more condo/apartment buildings. If anything more open space should be included in the proposal. We need more walk-able space in the Sugar House area to encourage people to park their cars and be a part of the community. There is the the potential to develop a great neighborhood that could attract people. Think of South Street in Philadelphia, Ybor City in Tampa, many of the neighborhoods in San Francisco, or Broadway Ave in Nashville. These are neighborhoods that people are excited to visit and come back to. Salt Lake could use a bit more character; and this Trolley is a chance to develop it in the Sugar House area.

Sugar House Street Car Zoning and Master Plan Amendments

What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~I am strongly in favor of the Eleventh East option for the future continuation of the new Streetcar line. Sugar House Park will soon have the Draw to bring visitors to this beautiful but already busy and crowded park, through this new feature. Providing a transit option north along Eleventh East would be a major step in providing real mass transit access throughout the city, connecting a number of distinctive neighborhoods and smaller business districts. Beyond providing students of Westminster College a greener way to travel within their environs (reducing both auto traffic and related pollution), the businesses in Sugar House especially along Eleventh East will gain a new source of direct and easy access to their businesses, as streetcars stop more often than Trax or trains. The Streetcar line facilitates the neighborhood goal of making Sugar House a "destination;" by advancing that line along Eleventh East, it will be better connected to the rest of the city and better positioned to provide further mass transit options in the area. It will provide the greatest benefit for both both people and local businesses.~~

William Metcalfe in District 7

April 16, 2013, 10:46 AM

900 East is an access street and should remain an "Access Street." 900 East is an important commuting street and automobile traffic should not be impeded with the exception of the Streetcar crossing.

~~Hugh Johnson in District 7~~

~~April 16, 2013, 9:29 AM~~

~~Let me get this straight: people who live and own businesses on 1100 E will lose access to their property and businesses permanently, so students of Westminster College can have a train that goes less than 3 miles; how many students live in the Sugarhouse commons shopping center? Spending another 30 MILLION tax payer dollars to provide 3 miles of transportation to temporary residents of the area (students) a tiny sliver of the population who do not pay any taxes, is beyond ridiculous. Why not run the trax train through Federal Heights and destroy the property values of people living there, why? because that is where the city council and mayor lives. NOBODY NEEDS THIS TRAIN TO NOWHERE!!!~~

Name not shown in District 7

April 16, 2013, 9:23 AM

As a resident of the Sugar House community I would propose that the tennis courts on 900 East where the Sugar House Community Garden resides remain as open space. There are a number of multiple residence dwelling units going into the Sugarhouse area. I would not appreciate another one. Please keep the historical character of the community in mind when creating policies and selling off land for development.

Thank you for your time and consideration.

~~Sugar House Street Car Zoning and Master Plan Amendments~~

~~What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?~~

~~Stop the madness. Trolley is not needed. we are in hard times.~~

Name not shown in District 7

April 15, 2013, 9:05 PM

Regarding the change in zoning for the open space on 9th east currently occupied by the tennis courts and Boys and Girls Club, PLEASE keep that an open space. The city has few precious spaces left, please preserve what we have. There are many great uses for the space that could benefit the community rather than developers and business owners. The area has so much to offer, please don't commercialize it or build multi-story apartments.

~~Name not shown in District 7~~

~~April 15, 2013, 11:24 AM~~

~~As a Sugar House resident, I strongly advocate the 1100E corridor. Not only would this provide transportation to businesses along this line, it would provide public transportation for students of Westminster College. In bringing public transit to students, we cut down on the carbon emissions produced by students driving to the campus and it would help to clear our streets of the cars that park during school hours.~~

Burton Brown in District 7

April 15, 2013, 9:15 AM

I would encourage Council members to keep the Tennis Court area as Open Space. Cities everywhere are always complaining/clamoring for more open space...not less. The courts can be resurfaced and improved, and can be a destination stop for the SH Trolley. The Boys/Girls Club should stay as it will already be a destination for trolley riders. The courts have been in blight condition for decades, and the city has already spent \$60K investigating court improvements, so the plans to improve the courts already exist, and would merely need implementation. Parks and recreation are indeed factors that increase ridership of public transportation. I would also add that the homes along Simpson Ave currently have no back neighbors, which is an attraction and, for many, the reason they moved to this street. By adding some apartment, condo or whatever, you will totally change the nature of the neighborhood. The Boys/Girls Club is heavily used and desired by the community, so why change that? A friend also pointed out that the only reason this Open/Park space is even being considered today is because the city has neglected the tennis courts for decades, and allowed it to fall into disrepair. If it had been maintained, and kept up, it would already be an active part of the community as a court, and as such, it would not be under consideration for a zone change.

~~Stephanie Godinez outside Salt Lake City~~

~~April 14, 2013, 9:21 PM~~

~~This is a great idea, it would even make more sense for the trax to connect to the university red line~~

All comments sorted chronologically

As of May 2, 2013, 12:08 PM

<http://www.peakdemocracy.com/1265>

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Sugar House Street Car Zoning and Master Plan Amendments

What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~this way students can get to where they need to go.~~

~~Nick Raoux in District 5~~

~~April 13, 2013, 12:02 PM~~

~~Although the burden of building a new TRAX line up 1100 E seems like a logistical nightmare, the people it would benefit outweighs any other alternative. The money spent in bringing the TRAX line up 1100E would bring great benefit to the community of Sugarhouse by helping the students of Westminster College (who are the most likely to use this line) and by bringing economic prosperity to the local businesses on 1100 E all the way up to 9th and 9th.~~

~~It makes the most sense to connect the Trax with the University line, fully connecting the Salt Lake Valley with a reliable means of transportation. Giving the students of Westminster College a means of transportation to and from downtown would benefit this entire state. The UTA busses are impractical in the winter, and unreliable year round. Please, consider the benefits and overall logic of bringing the TRAX line up 1100E.~~

~~Sincerely,~~

~~Concerned Sugarhouse Citizen.~~

Sugar House Streetcar

Master Plan & Zoning



Responses to Public Comments

Comments Received from November 2012 – March 2013

1. Building heights are seldom eight stories although allowed but straight up should not be allowed - terraced better
Response: Buildings are required to be stepped back from all existing residentially zoned properties.
2. How are you going to screen parking (and keep it secure)?
Response: There is no requirement to screen parking. Property owners can secure the parking if they so choose.
3. Complete streets = wide sidewalks.
Response: Yes, wider sidewalks and park strips have been incorporated into the revised draft.
4. Do we really want to integrate non-conforming existing uses or encourage development into pedestrian oriented development?
Response: The current Zoning Ordinance allows for continuation of non-conforming uses subject to certain provisions. Non-conforming uses will be allowed to continue, but hopefully there will be an incentive to comply with the proposed zoning.
5. "Orient development towards the transit corridor" what about Elm and other single family homes bordering corridor?
Response: Existing residences will not need to be oriented towards the corridor. All new development will need to be oriented to the corridor to open it up.
6. Allow building expansion if low rise to cover more area in back to discourage monster home proposals.
Response: Development standards are in place to limit building heights, setbacks and lot coverage.
7. Do you want to screen corridor from the streets or just adjacent single-family homes?
Response: The corridor is designed to be open on both sides. However, all residential uses are allowed to have privacy fences at the rear of their property if they so choose.
8. Who pays for the utility pole removal and replacement with other lights?
Response: Not sure what this comment is directed towards. Lights within the boundaries of the corridor are being modified as part of the construction of the streetcar. If a new project wanted to modify they lights, they would be responsible for the costs.

9. Unbroken street walls should be angled to decrease noise reflection and rule should be flexible enough to encourage restaurants and similar uses. Cut outs for sitting under awnings, etc.
Response: Articulation is required on all building walls. In addition, only 50% of the front façade is required to be built at the front setback line. The remainder of the building can be set back to accommodate restaurants or similar uses.
10. Mostly windows on all walls.
Response: The ground floors of all buildings need to have a minimum transparency requirement.
11. Parking plan is needed because parking on Highland south of 2100 South may be removed and a parking district may be needed. Parking meters should be outlawed.
Response: A transit oriented development zone encourages pedestrians to utilize the area. Allowing large expanses of parking defeats the purpose of a transit oriented district. The Zoning Ordinance cannot regulate parking meters.
12. Distinctive architecture?
Response: Standards for building design are part of the proposed zoning regulations. They do not go as far as to dictate exactly what needs to be built, but provides more flexibility.
13. Garage rule should be more flexible since most of area is multi level/above the street. Front porch does not need to be a prominent feature but should be encouraged.
Response: Not sure what garage rule if being referred to. Parking is intended to be away from the sidewalks and streets and placed behind buildings, but recognize that may occur off sidewalks as part of some residential development. Front porches should be a prominent feature to encourage a more pedestrian friendly environment.
14. Permitted building forms Multi-Family Residential, store front and vertical mixed use buildings create an uninviting area that is not compatible with Complete Streets.
Response: The building forms are standard in any form based code. Form based codes are designed to be complete streets.
15. They should be terraced at a minimum and using other methods so that they don't create a Soviet style/projects architecture. The higher buildings should be respectful of neighboring residents regarding views and sunlight.
Response: Standards are included which require additional setbacks and step backs from existing residential districts.
16. Standards should apply for all new structures if they go outside a standard line (height viewed from neighbors etc.) and not wait for great than 25% additions.
Response: The standard has been modified to include all new construction and additions when the construction related to the addition is greater than 25% of the footprint or 1,000 square feet, whichever is less.

17. Height allows 28 feet, which can create a monster home with the second floor windows destroying the privacy of adjacent single-family homes/backyards - it can create a guard tower effect. 40 feet after step back still creates a guard tower effect.
Response: The heights allowed are typical of most current zoning districts in the City. These districts are unique in that they require the additional setback when a certain height is constructed.
18. Setback/side yard of four feet is too small for new projects. Fire hazard if not at least 10 feet. Adjacent structure insurance cost will go up.
Response: This is a typical side yard setback in most zoning districts. When new properties with streetcar zoning are built next to other residential districts, the minimum side yard setback is 15 feet.
19. Rear Yard 20%-5% lot depth seems to be encouraging higher structures, which could hurt adjacent, single family homes.
Response: This is a typical minimum rear yard requirement.
20. Upper level step back should start at 28-foot step back plus one foot. Difference of a 40 foot building is 12 feet step back vs. a 40 foot step back. That is a big difference for single-family homeowners.
Response: The upper level setback in the areas next to most of the established residential district has been increased to a 2:1 ratio to increase the setback.
21. Parking should not required more in/out curb cuts that increase traffic hazards for bicyclists and pedestrians and vehicles.
Response: There is no minimum parking requirement in this zoning district.
22. Pedestrian connection - how is direct pedestrian access to public walkways available in high-rises?
Response: All new developments will be required to provide a pedestrian connection through the property to the public right-of-way to create a pedestrian friendly environment.
23. Ground floor transparency should be 60% minimum, not less for residential uses. The two to eight feet can it be full height glass wall? What about decorative glass/stained glass? Glass blocks, frosted glass? Options?
Response: Minimum transparency is required for commercial and office mostly for safety and security. Optional glass would be allowed for residential uses if requested.
24. The proposed new zoning is generally (at least between 600-700 East) not adjacent to single-family homes (although across the street). In addition, most of the proposed zone is at a node (2100 South and 700 East) that should have much higher development. The maximum height of 40 feet seems to be too limiting. The height of the building could easily go higher (with step backs/terracing) without impacting single-family homes. The area on 700 East is begging for much greater development.
Response: The area near 700 East and 2100 South has been intensified and the heights increased up to 105 feet. The upper level setbacks are applicable for this area too.

25. Setbacks should be greater than 15 feet to encourage wider sidewalks.
Response: The minimum setback in the proposed zoning is in addition to leaving an area in front of the properties available for a sidewalk and park strip. The goal is to have approximately 25 feet in front of each development.
26. Due to the rare potential for world class development at the 700 East and 2100 South node, a separate design area plan should be attempted. Easy freeway access, major efficient streets and central location should be used to develop the area into a destination area with higher buildings and limit the potential for big box stores. (new zoning would appear to allow it)
Response: The zoning has been adjusted to allow for taller developments in this area. The property in and around that area have also joined together and hired an architect to look at creating a master plan for their properties.
27. Again, parking lot/driveway cuts should be reduced to decrease pedestrian/bicyclist/vehicle hazards.
Response: Parking is encouraged to be located behind buildings with a few common entrances to reduce impacts to those on the sidewalks or on the street. The Transportation Department will have the final say on new driveway curb cuts.
28. High traffic node buildings should not have residential uses on the ground floor but should encourage pedestrian inviting uses like stores/restaurants/offices. Glass should be 60% minimum.
Response: There is no requirement for ground floor residential. However, standard building practices would locate the residential on the upper floors. Ground floor space is more valuable as commercial space.
29. Change of building wall plane should be greater/design for eye candy potential.
Response: The requirement is already in the zoning to offset building walls.
30. Consider allowing higher heights for a public garden/walkway/gathering spot = more than 10%. Open space should be public to encourage pedestrians and provide more customers/riders for the streetcar.
Response: 10% open space is a common amount. It should be noted that this is typically private open space for the use of the occupants of the building. Additional public open space is also encouraged.
31. Building Configuration Standards Defined - 1 - Two-family dwelling unit buildings design standard look pretty bad (see south of I-80 on 700 East is a six plus lane major thoroughfare and buildings should not waste space on residential only buildings. It discourages pedestrians, streetcar ridership and limits the ability to create a destination that would make the streetcar a success. In addition, two family dwelling units increase the need for curb/parking lot in and out and increase pedestrian hazards.
Response: The use is allowed, but in all likelihood, development along 700 East would be commercial.

32. The garage/Pep Boys is a valuable and well visited store and plans should protect what would normally be discouraging to pedestrians.
Response: Retail uses are an allowed use. The garage portion would become a non-conforming use; however it can continue to operate until they decide to leave. They will not be forced out with the proposed zoning.
33. I don't understand how/why shop front and gallery (and the residential buildings) actually encourages pedestrians. The street facing façade should be away from the property line to create a wider and more inviting sidewalk. Is 10 feet enough - it should be minimum.
Response: Wider setbacks, sidewalks and park strips have been incorporated.
34. Minimum width of four feet is not wide enough.
Response: Wider setbacks, sidewalks and park strips have been incorporated.
35. Visual clearance behind glass for six feet? How does this work for restaurants?
Response: This requirement is to have visibility into the building for a minimum of six feet from the building. It works fine for restaurants to have seating in this area.
36. Clear windows - How about the new technology frosting/window opaque controls, also shading to decrease bright sun shining into facility that bothers potential customers. Reflectivity is good but window treatments can also decrease blinding light reflections. Window treatments can provide an inviting atmosphere for customers/diners/etc.
Response: Businesses can add window treatments for sun glare.
37. There should be a simple appeal process to allow problems to be solved as they become known.
Response: The existing Zoning Ordinance allows for Zoning Interpretations according to the existing procedures. It would be applicable in this zoning district.
38. I am not sure how F3 d would work with some of the older buildings in the Sugar House area (NE corner of 2100 South and 1100 East). Changes should prioritize expanding sidewalks over window size. H2 alternatives seem to acknowledge this.
Response: The northeast corner of 2100 South and 1100 East is not part of the rezoning request.
39. Upper floor balconies might work if they extend over the sidewalk but should not be over skinny (non complete streets compliant) sidewalks and they should not be over a walkway if higher than two stories. Higher balconies should only be on step backs.
Response: Cantilevered balconies or projections would not be allowed to extend past the minimum setback. They would need to be stepped back by default.
40. Arcades should have a walkway wider than four feet.
Response: The minimum is four feet. They can always be wider if a developer chooses to do so.
41. Landscaping should be allowed to have inviting sitting areas that count as landscaping. If an inviting outdoor dining and gathering spot is created, landscaping should not be the limiting factor.
Response: Seating walls are encouraged in the proposed zoning.

42. Park Strip Landscaping seems to fight the widening of sidewalks.
Response: The minimum has been increased to make them work together.
43. Canopies should be allowed to have a border with the name of the business to encourage awnings/canopies to help pedestrians avoid inclement weather.
Response: The draft has always allowed for letters and logos on the vertical or border of the sign.
44. A-frame signs should not be allowed because they impede pedestrians/bicyclists. Five feet is not enough space for pedestrians.
Response: The clear space has been changed to eight feet to be consistent with the standards for the downtown zoning districts.
45. Awnings or canopy signs should be allowed to be more than four to cover as much of the sidewalk as possible.
Response: Awnings and canopies will be allowed to extend as much as possible for an encroachment is required.
46. Political signs should also be limited because they do not invite the long term customer loyalty and traffic.
Response: Political signs cannot be limited on private property.
47. There should be a limit on public safety signs. The more signs, the less inviting the neighborhood. And there is the implication that the area is not safe.
Response: Public safety signs are regulated by the Transportation Department. Zoning regulations cannot restrict their number, size or location.
48. The real estate sign should be a smaller maximum size/area.
Response: The dimensions were made consistent with the Zoning Ordinance for residential and commercial signs.
49. Fences should be allowed to be bigger to separate new buildings from single-family homes.
Response: Fences are allowed at a standard height. Additional height can be requested.
50. Fences along the streetcar corridor should be allowed to be higher for noise plus reasons.
Response: Taller fences at the rear of properties would defeat the purpose of having the corridor open. The streetcar travels at a much lower speed than TRAX.
51. Safety issue: chain link should be required near pedestrian crossings (to stop surprise runovers by streetcars).
Response: This would be an issue for UTA to address if they feel that safety is a concern. The zoning would not be able to regulate it.
52. Detached Dwelling Units (permitted with the Townhouse building form) should require more analysis. Although SLC has approved ADU within four blocks of rail, the Sugar House area should double-check the requirements.
Response: Not sure what this comment is stating.

53. There should be minimum parking requirements paid or free to decrease parking impact on nearby residential neighborhoods.
Response: There is no minimum parking required in this zoning designation. Parking can be provided by the commercial businesses, but there is a maximum allowed.
54. Bicycle parking should be more than 1 stall per 5 dwelling units if SLC is committed to encouraging bicycle use. Non-residential goal should be 1 for much less than 500 square ft. (A restaurant could seat 4+ bicyclists in 100 sq. ft.) More than 5% of the parking should be located to be available to the public. Unless SLC is going to step up and install a lot of bike racks.
Response: Bicycle parking was modified in the draft presented to the public in the spring.
55. Uses of a non-permitted project/building should be run through SHCC first for advice and public notification.
Response: There are certain types of development that the Community Council is provided notice about. They are welcome to provide comments when they are notified of a project.
56. Alcohol, tavern or brewpub, 2,500 square feet or less should be modified to allow several and/or larger establishments to help create a destination area.
Response: All uses related to alcoholic beverages are consistent with state law.
57. There should be limits on group homes and/or assisted living facilities and/or substance abuse treatments homes and/or funeral homes (especially with a crematorium) in order to maximize the uses that attract pedestrians.
Response: Some uses such a group home or substance abuse treatment facilities cannot be restricted by zoning. Other uses will be considered to be permitted or not in a future revision.
58. Also there should be limits on uses that are essentially vacant for most of the week such as places of worship (although they may provide homeless shelter needed for area).
Response: Federal law prohibits cities from prohibiting religious institutions as a use.
59. Seasonal farm stand/cart should be allowed all year. Food carts should have areas away from restaurants and should have shelter/awnings for cover of patrons.
Response: The uses are not feasible to be operational all year. Very few would operate in the winter months.
60. Wireless telecom facility and other uses should not create RF and other radiation that interferes with or affects adjacent uses.
Response: These items cannot be addressed by zoning regulations.
61. An urban farm does not create a large 18-hour day pedestrian destination area compared to other uses.
Response: Urban farms are permitted in all residential districts.
62. There should be no new drive through or car oriented businesses that will result in idling.
Response: Automobile oriented uses are not allowed in this zoning classification.
63. All residents and businesses within 300 feet of the rezone should be notified to comment to the City and/or the SHCC.
Response: All those required to be notified will be notified of all public meetings relating to this project.

64. Should be changed so that private open spaces do not count as public landscaping requirements. One Community Council member (unknown) made a great point that public open spaces and private open spaces should be completely separate issues.
Response: This issue has been raised and we are looking at having two separate requirements.
65. Cottage development standards: is 850 square feet too small?
Response: 850 square feet is the footprint of the building. A basement or second story could be added.
66. Do we really want SRO's or boarding houses?
Response: The city cannot restrict or limit certain types of housing options.
67. Opposes building step back above first level.
Response: We feel the step back is essential to creating new development that is compatible with existing development.
68. Keeping the "build-to" line of the building closer to the street up to the second level reinforces the "continuous street wall" concept in the zoning purpose statement, and is important to create the ideal street width to height ratio as noted previously. According to the table below, created by Reid Ewing in "Pedestrian and Transit-Friendly Design," there are some varied standards to measure this. Though there is much variation, they all seem to acknowledge that a ratio closer to 1:1 is ideal. In terms of applicability to the FB-SC1 and FB-SC2 zone having 30' of building height to a typical minimum public right of way of 66 feet is 0.5:1 and already less than ideal. Wider streets like 700 East become even more challenging. By stepping back above Level 1 this less than idea ratio is diluted further.
Response: Due to the nature of the existing residential areas adjacent to this proposed zoning designation, we have mandated that the upper level step backs are located next to the residential and not adjacent to the major streets.
69. Transect Codes Council sets minimum building height for very urban centers at a minimum of two stories. Sees a three-story minimum as more of a hindrance to the value of a property rather than a benefit.
Response: The revised draft shows a minimum of two stories.
70. Are parking structures allowed in the zone?
Response: Parking structures are allowed as an accessory use on properties. They are not allowed as the primary or only use on a property. They must also be located behind the principal building.
71. Agree with no minimum parking requirement.
Response: Noted.
72. No reference to illuminated signage in the draft.
Response: It was not incorporated, as there are several other sections of the municipal code that would regulate illumination, specifically Chapter 21A.46.

73. There is no language or reference in the draft document relative to temporary grand opening signage, advertising for special events or general public interest and we would recommend that this be considered.
Response: These events would be covered by the sign chapter in the Zoning Ordinance.
74. Agree with the area requirements for Window Signs. 25% is the maximum allowable area that is standard for most retail establishments. With regards to the letter height, standard height requirements are typically 8" maximum instead of 3'-0". This provides signage that is addressed to the pedestrian and not the automobile passing by.
Response: Letters are not restricted to a size in any of the zoning ordinances. The three foot maximum is for the sign itself, whether it is one or three lines.
75. With regards to Nameplate signs we typically see requirements for them to be no greater than four square feet instead of three square feet.
Response: Three square feet is the maximum allowed in other transit oriented districts. The standard is consistent.
76. With regards to Flat Signs on building we typically see retail lettering height at 18" maximum which matches the area requirements in the draft document. The height in the draft document allows for three feet, which appears to be in conflict with the area requirement.
Response: Letter heights are not restricted in the Zoning Ordinance.
77. We do not understand the basis for not allowing "multi family" and "store front" building forms in this sub-area. Given the size and location of properties included in this zone, and the fact that 900 East and Sugarmont Avenue already have commercial and multi-family uses, it's unclear why these would not be available building forms. It appears that the only difference in definition between townhomes and apartments is individual lots versus a shared lot. The building form, height and other limitations are already specified, so this seems to be limited without justification. It seems that with the intent and purpose statements for the zone, to regulate form but not use, that this restriction is not internally consistent.
Response: The revised draft allows four different building forms in the area near 900 East and Sugarmont Avenue.
78. If you consider commercial and mixed-use properties around Sugar House, the ones with a small landscaped yard is sometimes filled with debris and not always well maintained. The yards don't seem to serve a practical purpose except when a privacy buffer for residential properties and perhaps distinguishing between residential and commercial uses on the ground floor may be a factor in the setback requirement. In such cases, a five-foot setback for ground floor residences is sufficient.
Response: The minimum setback is in place so that property owners or tenants can make repairs or access the front of their buildings without having to obtain an encroachment permit for work in the City right-of-way.

79. Due to the nature of the proposed location to implement this zoning we recommend that the minimum lot size be reduced to 1,500 square feet to allow existing homes in the area to remain. The smaller lot size, even for commercial and mixed-use properties, seems consistent with the scale and texture of the Sugar House area.
Response: Very few properties currently developed with single-family homes would be changed with this zoning designation. Lots that do have residential properties would be considered non-conforming, but the residences are allowed to remain.
80. Both FB-SC1 and FB-SC2 proposed zones abut the Forest Dale National Historic District. Particular sensitivity should be paid to how these adjacencies are addressed. In addition, the single-family residences west of 700, though not in a historic district, that are of a similar age and character as the historic district that deserve some special attention in this interface. We are happy to explore some options for these edge treatments with you to address the appropriate design considerations, but without adversely impacting practical development or redevelopment of sites in the new SC zones.
Response: The boundaries of the Forest Dale National Historic District were considered and all properties within the district were specifically excluded from the zoning change. The upper level step back has been incorporated to be respectful of all existing residential neighbors so that new develop does not impose on those lots.
81. SHCC is supportive of the plan, in general, for orienting business toward the streetcar for the areas identified along the streetcar.
Response: Noted.
82. Biggest outcry and public comment is about rezoning area along Sugarmont where the Boys & Girls Club is and the tennis courts are. Residents on south side of Simpson seem to be most concerned. Concerns may be eased after residents see proposed building guidelines. SHCC has a strong concern about losing open space.
Response: We have received several comments about keeping the tennis courts as open space. The City Council has the final decision to remove the property from the open space program. Should they choose to remove it, we would recommend that it be rezoned to a streetcar zoning designation.
83. No reference to greenway and how buildings should orient their projects toward the greenway. Buildings that abut the streetcar corridor should be encouraged to have an active space on the greenway side, such as a patio for dining, with an orientation and access also on the other side of the building. That is stated in the context description and intent for the corridor, but not in the rest of the document. Needs more emphasis.
Response: Revised zoning incorporates this change.
84. We would like to explore the concept of a Greenway/River Overlay Zone along the streetcar corridor. There are good examples around the country, and we should explore some of those ideas. It might provide incentives to developers to use the corridor as an amenity for their project, and provide some upgrades to those sections of the greenway. It might create redevelopment to happen sooner, rather than later, if the area were seen as attractive, a place people want to be.
Response: The corridor is designated as a corridor with little to no development to occur.

85. We should applaud the fact that the trail is going through our neighborhoods, but there is no mention of it. This is an incredible amenity, and should be highlighted.
Response: We can make mention of the trail, but its design and development will not be regulated by the zoning regulations.
86. There are no historic preservation tools in our toolbox for Sugar House. We need some, before we lose what little is left. The intent of these regulations is to preserve and enhance the historical residential district, but we need to be mindful of the historic buildings all through the business district.
Response: The proposed zoning regulations will not affect the Sugar House Business District. Historic tools can be looked at in the future, but are not appropriate as part of this process.
87. Concern is still expressed about how the bus system interfaces with the streetcar. Can the new zoning help with that?
Response: No the zoning cannot assist with that interface. Both lines will be operated by UTA so it will be their decision.
88. We have heard Hawk Watch International people at the southwest corner of 900 East and the streetcar are not in favor of the rezone. I suppose if the owners do not sell the property, it won't affect them.
Response: A letter was received against the rezoning as there was a misunderstanding that office uses would no longer be allowed. That is not the case. Offices are allowed and are a good amenity in this zoning district. They were contacted to discuss the issue further but never responded to that request.
89. There is concern that all property owners along 700 East may not be aware of the rezoning that is proposed. Perhaps they should weigh in before you do the next draft.
Response: All property owners whose property is proposed to be rezoned and those within 300 feet of those properties have been notified of all open houses and will be notified of all public hearings.
90. There are comments that think 2100 South at 700 East should be tall commercial, and yet they feel it will end up as cheap apartments. I take that to infer they are poorly constructed, or lacking in exterior design elements that make them attractive buildings that people would want opt live in. I'm hoping we can address that by properly drafting our Design Guidelines for these zones.
Response: The area at 2100 South and 700 East have been proposed to be more intensified. Specific design guidelines will not be incorporated into the zoning, but design standards to upgrade all buildings have been incorporated.

91. We want to see wider sidewalks to make things more walkable. Building setbacks should be sufficient that the sidewalks do not feel cramped, while still feeling up to the street, rather than set back 15 feet or more. Under building configuration standards, you describe pedestrian connections as being a minimum of four feet. I think that works for residential, but may not be wide enough for a business. This may depend on the setback. If the building has a 15-foot setback to accommodate a grassy area, then four feet might work. We would like to have more discussion and instruction on sidewalk width and what determines it.
Response: Sidewalks, park strips and setbacks have been adjusted accordingly in the revised draft.
92. Not sure residences should be on first floor, perhaps they should be on upper stories.
Response: Residences would most likely be located in the upper stories. The ground floor space would be too valuable as commercial space to build residences.
93. Bike parking space for five units is too little.
Response: In the Zoning Ordinance, bicycle parking is 5% of the total number of required parking spaces. Since there is no parking required in this zone, and average unit would have 1.5 parking spaces required or less than one space per unit. This proposed ratio is fairly high and would be the highest for all zoning designations. For example, five units would be 7½ parking spaces would be required and one bicycle stalls.
94. We want to emphasize that the tennis courts should be relocated, not removed completely.
Response: As noted above, the City Council has the final decision on the disposition of the tennis court property.
95. On page 15, J2 refers to FB-UN1 and 2, instead of FB-SC1 and FB-SC2.
Response: The revised draft has some different classifications now. This would have been changed.
96. Once we decide on what areas should be rezoned, we need to discuss in detail the forms of the developments that will be allowed on these parcels. We have not gone word by word though the descriptions of size and form that will be allowed. For example, the draft says liquor stores are permitted in FB-SC1. We are not sure anyone wants a liquor store close to residential uses. We realize that the underlying descriptions of liquor store in the Salt Lake Zoning Code will drive the decision. We need to take time to review the details. I think we need some guidance to understand what we are reading.
Response: The draft was revised and an open house held in April. Any member of the community can contact the staff working on the project to discuss the revised draft. There will also be opportunity to speak at Planning Commission and City Council public hearings.

97. Councilman Simonsen has some ideas about other areas of the community that he would like to see included in this re-zoning. I think he is still formulating his ideas, but in general, he would like to see most of all four corners of 2100 South and 700 East rezoned to FB-SC2. The northwest corner is in another community council and city council district, which makes that more, complicated. He sees this as a good opportunity to start cleaning up some of that area, perhaps to allow parking to be in the rear and the stores along the front to relieve some of the congestion those corners feel as cars try to navigate the parking lots. And, it would also make the area more walkable.
Response: Staff has met with the Councilmember.
98. Supports posting draft in Open City Hall at this time and will provide a final report before draft goes to the PC.
Response: The revised draft was an open topic on Open City Hall for approximately three weeks in April. A summary of the comments will be provided in the Planning Commission staff report.
100. Wider sidewalks would be preferable.
Response: Wider sidewalks and park strips have been incorporated into the new plan.
101. "Front yards are landscaped" should include decorative rocks/woods etc.
Response: Only one-third of the yard is required to be vegetation. The remainder can be decorative rocks or wood mulch.
102. Recommends courts are upgraded to regulation size.
Response: This recommendation will be made to the City Council when the sale of the site is presented to them.
103. Asks to halt sale consideration.
Response: The process has been started to sell the land. However, there is an extensive public process still ahead before a decision is made.
104. Recommends Hawk Watch property remodeled, landscaping.
Response: The zoning regulations cannot require that this be done.
105. Define street types in a regulatory plan including: sidewalk width, planter type/width, street type diagrams, 700 East = Boulevard, 900 East = Commercial, Wilmington/Simpson as transitional, also a streetcar street type.
Response: The revised draft does show street types.
106. Better define pedestrian pathway standards.
Response: Not sure what this comment is asking. It is not a term used in the draft zoning regulations.
107. Bicycle lanes should be provided within defined streets.
Response: Staff will recommend that bike lanes be added where possible, but it is the decision of the Transportation Department. Bike lanes on 700 East would be the decision of UDOT and it is highly unlikely they would ever be added on this street.
108. Coordinate setbacks with street types.
Response: The revised draft shows setbacks based on street type.

109. Look at bicycle parking distances.
Response: Bicycle parking distances (from front doors) has been modified.
110. One bike stall per 2,500 square feet of retail/restaurant - approximately 10%.
Response: Not sure what this comment is asking, but this is the standard in the revised draft.
111. One bike stall per 1,500 square feet of gross office area - approximately 15%.
Response: Not sure what this comment is asking, but this is the standard in the revised draft.
112. Recommends step back above level two or three.
Response: A step back for upper levels has been incorporated when the building face is adjacent to residentially zoned properties.
113. Minimum building height be defined using street width to building height ratio instead of using stories.
Response: While this is typical for a form based code, it was determined that in the best interest of the existing residential areas, a story based standard was utilized.
114. Recommend that the measured heights be modified for the buildings in the Multifamily, Mixed Use, Storefront Building forms to all for a common ground floor level commercial height dimension of as much as 20' and common floor to floor office height dimension of as much as 14'.
Response: This was considered and we have determined that the minimum floor height is more in keeping with form based codes.
115. Also recommend that allowance be made for the inclusion of the following: equipment screening parapets of up to 6', photovoltaic panel arrays of up to 6' in height above the roof deck, and equipment enclosure mechanical/electrical penthouses of up to 18' provided that they are set back from the edge of the top floor of the building by a minimum of 30'.
Response: Chapter 21A.36 of the Zoning Ordinance already allows for most of these types of projections. Solar collection systems are also permitted in all zoning districts.
116. Include parking structures as a "permitted use".
Response: No. Parking structures will not be allowed as a permitted use. The development of park and ride lots could occur and that would be counterintuitive to a transit oriented area.
117. Successful and viable development for commercial uses must be considered before deciding if no minimum parking is a possibility.
Response: Parking can be provided is desired. There is a maximum to the amount of parking provided.
118. Give consideration to requiring parking for a property if located within a five-minute walk of property.
Response: Not sure what this is asking but if there is no parking required it does not make sense to dictate where it should be located.

119. Recommend that any interior remodel or façade work that doesn't relocate or add over 15% to the floor area of or to the building and does not affect setback does not require the property to conform with current zoning.
Response: The qualifier as to when the new zoning regulations would be required has been modified in the revised draft.
120. Recommend language that limits the type of illumination and the hours of use. Possible language: "Where signs are internally illuminated, light-transmitting surfaces shall be non-gloss, matte materials. Only letters and logos shall transmit light while background remains solid opaque. No illuminated backgrounds or boxes are allowed. Lighting for all tenant signs shall be turned off after closing or reduced between the hours of 12:00 AM and 6:00 am. All exposed or skeletal neon must be backed with an opaque coating, and be approved in writing by the committee. All housings and posts for exposed neon signs must be painted out to match the sign background immediately behind.
Response: Sign regulations not specified in the streetcar area are subject to the requirements of Chapter 21A.46.
121. We recommend that if signage for these uses be part of the ordinance that it has language that requires that such signs will not be materially detrimental to the public welfare, interest or safety, or injurious to adjacent property, and define a period of display not more than a few weeks or up to one month.
Response: Sign regulations not specified in the streetcar area are subject to the requirements of Chapter 21A.46.
122. Recommend that the "A-Frame" sign standard be modified to allow two feet minimum for the sign, plus additional allowance for the frame. Most of these sign types are "off the shelf" and while two feet is a standard size, this does not generally include the sign frame. You may also want to have a maximum height of three feet, plus frame, to avoid very tall signs that might obstruct sight lines or add to visual clutter.
Response: The width will stay at two feet, but the maximum height has been incorporated.
123. There is a need to define signage criteria for interior signage suspended behind a storefront glazing system. Requirements that we typically see for this type of signage are as follows: Quantity: 1 per window. Height: N/A. Area: Shall not exceed 10 percent of the total glass area. Location permitted: public street only and shall be suspended a minimum twelve inches from glass.
Response: Sign regulations not specified in the streetcar area are subject to the requirements of Chapter 21A.46.
124. Signs in Sugar House are even larger, 12 square feet seems unusually small. These projecting signs seem to be part of the character defining features of Sugar House. You might also consider a larger sign than 24 square feet at a corner location, where the sign could be incorporated as a design feature in a building.
Response: Noted, but the standards will remain the same.

125. Recommend that some type of provisions be made for signs that indicate a business is open and operational when there is street or sidewalk construction in front of their business. In fact it would be a benefit to business owners to have some flexibility in the design of the sign as we have seen instances where a business has hired an artist to help create a sign that will catch public attention and help the business to maintain income.
Response: Sign regulations not specified in the streetcar area are subject to the requirements of Chapter 21A.46.
126. We recommend that awning or canopy signage allow for letters and/or logos on the sloped vertical face of the awning. This is very common with retailers and signage on the valance is typically allowed.
Response: Letter on the vertical portion or valance is permitted in the draft.
127. We recommend the total area of "Real Estate Signs" and "Construction Signs" be reduced to 32 square feet. At 64 square feet, these are the largest of sign types and this size makes these effectively into small billboards. A typical 4x8 real estate or construction sign is 32 square feet, which is an industry standard. Larger signs could be visually cluttering and distract from the signage of businesses. Reducing by half would make them more consistent in size with other allowed sign types.
Response: Real estate signs were modified based on another comment.
128. The final recommendation with regards to signage would be a list of prohibited sign types and finishes. Our recommendation would be the following: signs with excessive exposed raceways, conduit, junction boxes, transformers, lamps, tubing, or neon crossovers of any type. Rotating, Animated, and Flashing signs. Signs painted on an exterior building wall, fascia, on a fence, benches, fence posts, trash receptacles, utility poles, utility boxes, storage sheds, and bus shelters. Any sign designed to move from place to place. Signs that bear or contain statements, words, or pictures of an obscene, pornographic or inappropriate character.
Response: Sign regulations not specified in the streetcar area are subject to the requirements of Chapter 21A.46.
129. Recommend that language be similar to that in the CB (Community Business) Zoning ordinance be applied to this document in that it requires that all building equipment and service areas be enclosed and appear to be integral with the building.
Response: This change will be incorporated into the revised draft.
130. Green roofs should be considered in the calculation for open space. This promotes sustainable buildings and the ability to benefit from green roofs within this zone. Our recommendation is to count green roof area only up to 50% of the total open space requirement. This preserves some of the open space at ground level.
Response: Noted. Developers can add them if they wish for a LEED classification, but they will not be counted as open space.

131. Recommend eliminating the ten-foot minimum setback in the front and corner yards. Historic precedent for many commercial and apartment buildings in Sugar House suggests that such setback were not a standard practice except for single-family residences. There are many examples where commercial buildings with no setback exist adjacent to a single-family residence with a 20-25 foot setback. This seems to be a distinguishing character of the historic neighborhoods with business nodes. While we recommend incorporating some standards for minimum sidewalk standards as part of the "street type" discussion above, including sidewalks that may lap over into private property in some locations to maintain the desired sidewalk widths, we would discourage other specific requirements for additional setback.
- Response:** There has been overwhelming support from the community for wider sidewalks or open space. Staff feels that the 10 foot setback lends itself to a more open feeling or walkable community.
132. Similarly, we would discourage the requirement for a side yard setback in either sub-area, as it again seems inconsistent with the "continuous street wall" purpose statement, especially when the side yard setback is between the FB-SC1, FB-SC2, seems overly restrictive. There are parcels in the FB-SC2 zone that will become practically undevelopable with this requirement. In the case of a property abutting an existing single-family residence, especially if in a historic district, it may be practical to require a similar setback as the residential structure when the new building is not more than a story higher. Beyond that, the step back envelope standards could apply.
- Response:** The minimum side yard setback required is typical of the other transit oriented zones. The purpose is to protect the existing residential neighborhoods from an imposing development next to it.
133. Generally, we discourage minimum setbacks, in improve consistency with historical precedents in Sugar House, to improve the street width to building height proportions, and to create a more effective and continuous "street wall" which is one of the primary purposes of the zone state in the preamble.
- Response:** The minimum setbacks are required so that a more walkable community and wider sidewalks can be achieved. Also in the event that a plan is put in place for uniform sidewalk development, it is a better situation for the City to purchase land with no building on it than a portion of a lot and demolishing or modifying a building.
134. Recommend that *Dwelling, single family detached (cottage)* be added as a permitted use in both the FB-SC1 and FB-SC2 zones as they are indicated as an acceptable building form.
- Response:** It was excluded as an oversight. It has been added into the revised draft.

135. We recommend that *Dwelling, single family detached* be added as a permitted use the FB-SC1 and FB-SC2 zones as this would allow single family residential buildings that are being rezoned to be in compliance with the ordinance. This allows the property value to remain intact for current owners. Future development within either of these two zones is highly unlikely to promote single family detached homes as the properties will have higher and better use in addition to increased market value as something else.
Response: There is a very comprehensive non-conforming/non-complying section of the Zoning Ordinance. It allows uses and buildings to be continued or modified to a certain extent. Adding a single-family residence as a permitted use is again counterintuitive to creating a transit oriented area. The goal of the transit oriented development is to increase density.
136. Recommend that the FB-SC3 zone be extended to all four corner parcels at the intersection of 2100 South and 700 East. This entire intersection is within ¼ mile of the 700 East streetcar stop and in the primary service area served by this system, and will also insure a more consistent built environment and improve the attractiveness of this important community gateway intersection. Expansion beyond the intersection to the west, north and east may also be considered if practical. We recognize that this will also require addressing an amendment to the Central City master plan for the northwest corner of the intersection, but believe that zoning the entire intersection consistently is in the best interest of this business and gateway node.
Response: All four corners were incorporated into the revised map. The Liberty Wells Community Council will have the opportunity to provide feedback on the northwest corner located within their boundaries.
137. Recommend exploring affordable housing zoning and incentives to address needs identified in the Sugar House and Central City community master plans, and the Salt Lake City Housing Policy, resulting in greater mixed-income housing opportunities, and especially targeted toward 60% to 80% of median income. This is an underserved market area that lacks adequate state and federal incentive enhancements. Zoning and incentives may include areas such as: inclusionary zoning, density bonuses, low-interest loans targeted toward transit-oriented development, and expedited plan review.
Response: Other city policies and ordinance are in place for developing affordable housing. There are currently no policies or incentives within the Zoning Ordinance.
138. Recommends tennis court land be exchanged for open space located elsewhere.
Response: This recommendation will be forwarded to the City Council when they consider the disposition of the land.

From: [Troy Anderson](#)
To: [Pickering, Maryann](#)
Subject: Proposed Rezoning
Date: Friday, April 05, 2013 3:43:03 PM

Hello Maryann,

Yesterday I emailed you in support of rezoning the proposed areas near the Sugarhouse Trolley stations. After reviewing the statement below, I have another question.

E. Affordable Housing Strategy:

The Affordable Housing Strategy will recommend ways to preserve and expand the existing affordable housing supply in the Primary and Secondary Benefit Study Areas. The recommendation will address Salt Lake City's strategy for ensuring the provision of high-quality affordable and workforce housing in the corridor.

Since I live in the primary benefit area, will the city and UTA try to use eminent domain to buy my house? I do not want to move for market value therefore this may be of great importance to me.

Thanks,

Troy

619 E Wilmington Ave.

From: [Troy Anderson](#)
To: [Pickering, Maryann](#)
Subject: FB-Sc2
Date: Thursday, April 04, 2013 11:32:28 AM

Hello Maryann,

I just reviewed the proposal for the Form Based zoning near the Sugarhouse streetcar on Wilmington Ave. After review I feel that zoning my street FB-Sc2 is a great idea. Currently there are many unkept rentals on the street along with it being a busy semi-artieral passage for motorists. We are on the edge of commerical property. It makes sense to zone it this way and encourage thoughtful and planned development that will add to the trolley.

Thanks for this,

Troy Anderson

From: [Troy Anderson](#)
To: [Pickering, Maryann](#)
Subject: Re: Proposed Rezoning
Date: Tuesday, April 09, 2013 4:10:34 PM

Thank you very much.

Troy

On Tue, Apr 9, 2013 at 3:49 PM, Pickering, Maryann
<Maryann.Pickering@slcgov.com> wrote:

Hi Troy,

Ed Butterfield would be the best person to talk to about this statement on the webpage. His contact information is below. He told me that you can call or email him and he'd be happy to talk with you.

Edward Butterfield

Project Manager

Redevelopment Agency of Salt Lake City

451 South State Street, Room 404

PO Box 145518

Salt Lake City, UT, 84114-5518

[801.535.7254](tel:801.535.7254)

www.slclda.com



SLCRDA

Thanks, Maryann

From: Troy Anderson [mailto:buildingeye@gmail.com]
Sent: Tuesday, April 09, 2013 9:53 AM
To: Pickering, Maryann
Subject: Re: Proposed Rezoning

Maryann,

Thanks for getting back with me. After review, it comes from a UTA website. I sent the very same email to UTA and they gave me a very vague answer. In fact, I think they didn't quite understand what I was asking. That scares me. I plan on attending the open house at the old "DI" in sugarhouse April 16th. Hopefully I will get some clarification. The link below is the information I was referring to.

<http://www.shstreetcar.com/phase2.htm>

Thanks,

Troy

On Tue, Apr 9, 2013 at 9:45 AM, Pickering, Maryann
<Maryann.Pickering@slcgov.com> wrote:

Hi Troy.

I'm not sure I'm the one who can help you. That's not a statement from our draft zoning regulations. Do you know what document it came from? If you give me that, I can definitely direct to you to the right person to talk with. My guess is that it's an RDA or Transportation document. Regardless, I'd be happy to get to you the right person.

Thanks, Maryann

From: Troy Anderson [mailto:buildingeye@gmail.com]
Sent: Friday, April 05, 2013 3:43 PM
To: Pickering, Maryann

Subject: Proposed Rezoning

Hello Maryann,

Yesterday I emailed you in support of rezoning the proposed areas near the Sugarhouse Trolley stations. After reviewing the statement below, I have another question.

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Since I live in the primary benefit area, will the city and UTA try to use eminent domain to buy my house? I do not want to move for market value therefore this may be of great importance to me.

Thanks,

Troy

619 E Wilmington Ave.

From: [Jared Schroeder](#)
To: [Pickering, Maryann](#)
Subject: Re: Sugar House Streetcar Zoning Open House
Date: Tuesday, April 09, 2013 5:38:35 PM

So I can't make it to the meeting on April 16th. So what is the new zoning in orange on the map? I live on Wilmington between 500 east and 600 east and been waiting to find out what is going to happen to the big warehouse at 2225 s 600 e and the big building right next to it?

On Apr 9, 2013, at 4:52 PM, "Pickering, Maryann" <Maryann.Pickering@slcgov.com> wrote:

Hello.

You are receiving this notice of the next open house for the Sugar House Streetcar Zoning and Master Plan Update project because you have previously had contact with the Planning Division or the Redevelopment Agency regarding the streetcar.

Please forgive me if you receive two emails as you are a member of each of the mailing lists.

The revised draft zoning regulations are expected to be available for public review at the end of this week.

Thank you.

MARYANN PICKERING, AICP
Principal Planner

PLANNING DIVISION
COMMUNITY *and* ECONOMIC DEVELOPMENT
SALT LAKE CITY CORPORATION

TEL 801-535-7660
FAX 801-535-6174

WWW.SLCGOV.COM

<Notice 16 Apr 2013.pdf>

From: [Burton Brown](#)
To: [Pickering, Maryann](#)
Subject: Re: Sugar House Streetcar Zoning Open House
Date: Tuesday, April 09, 2013 6:19:19 PM

Hi Maryann,

I sent an email prior to the deadline a while back expressing my concerns regarding the parcel that includes the Fairmont Tennis Courts and the Boys & Girls Club. I noticed on the Open House announcement that this parcel is still included.

Were my concerns ignored?

I got no official response from anyone other than Councilman Simonsen.

What do I need to do to have this parcel removed from any rezone consideration?

Thanks

Burton Brown
Salt Lake City

On Tue, Apr 9, 2013 at 4:52 PM, Pickering, Maryann
<Maryann.Pickering@slcgov.com> wrote:

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Thank you.

MARYANN PICKERING, AICP

Principal Planner

From: [Jared Schroeder](#)
To: [Pickering, Maryann](#)
Subject: Re: Sugar House Streetcar Zoning Open House
Date: Friday, April 12, 2013 1:36:19 PM

Thank you. You are a lot of help. Looking forward to seeing it. But yeah it's the BIG warehouse like 3 story's high the tan one 2225 s 539 e.

On Apr 12, 2013, at 13:19, "Pickering, Maryann" <Maryann.Pickering@slcgov.com> wrote:

Hi Jared.

My apologies for responding a few days late.

We are putting the finishing touches on the zoning and it will be available on our Open City Hall portal today or tomorrow. I believe the warehouse you are referring to is the Sugar Space. That property is proposed to be rezoned to FB-SE which means it is one of the lower intensity sites. Several uses are allowed, but no automobile oriented uses (like a drive through) would be permitted. The maximum height would be 45 feet. The property could be redeveloped as residential, commercial or a combination of both.

I know that may not be the most helpful response, but I will send you the map and zoning language on Monday so you can see all the details for yourself. You mentioned you cannot attend the open house, but if you have additional questions after you get the document, please call or email me and I would be happy to speak or set up a meeting with you.

Thanks, Maryann

MARYANN PICKERING, AICP
Principal Planner

PLANNING DIVISION
COMMUNITY *and* ECONOMIC DEVELOPMENT
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From: Jared Schroeder [<mailto:jschroeder74@gmail.com>]
Sent: Tuesday, April 09, 2013 5:39 PM
To: Pickering, Maryann
Subject: Re: Sugar House Streetcar Zoning Open House

So I can't make it to the meeting on April 16th. So what is the new zoning in orange on

the map? I live on Wilmington between 500 east and 600 east and been waiting to find out what is going to happen to the big warehouse at 2225 s 600 e and the big building right next to it?

On Apr 9, 2013, at 4:52 PM, "Pickering, Maryann" <Maryann.Pickering@slcgov.com> wrote:

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Thank you.

MARYANN PICKERING, AICP
Principal Planner

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SALT LAKE CITY CORPORATION

TEL 801-535-7660
FAX 801-535-6174

WWW.SLCGOV.COM

<Notice 16 Apr 2013.pdf>

<Sugarhouse Streetcar Open House (Zoning).pdf>

From: [Lynn Schwarz](#)
To: [Pickering, Maryann](#)
Subject: permitted uses
Date: Wednesday, April 17, 2013 10:01:48 AM

Dear Maryann:

Thank you so much for taking the time to speak with me yesterday. I think that SROs and boarding houses should not be a permitted use and they are not a protected use.

Thanks again for your time.

Lynn Schwarz

From: [Doug Thimm](#)
To: [Pickering, Maryann](#)
Cc: [William Grua](#); demarano@terracon.com; [Wade Olsen](#); [Wade Olsen](#); [JOSEPH AMBROSE](#); [Dan Duffin](#)
Subject: Sugar House Rezone Comments
Date: Friday, April 19, 2013 7:11:00 AM
Attachments: SugarHouseZoningMapComments_April18,2013.pdf

Maryann:

I had sent a diagram suggesting some alliterative SC Zoning for consideration. After continuing to look at the map and noticing the narrow sliver of SC zone on the north side of Wilmington, we believe that in consideration the visual image of the massing for this area this area could benefit from additional area to the south of Wilmington. The property owner indicates that this would be their preference as well.

Thanks, dougt

Doug Thimm, AIA, LEED AP

Senior Principal

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E dthimm@archnexus.com <<mailto:dthimm@archnexus.com>>
www.archnexus.com <<http://www.archnexus.com/>>

From: themillertrust@comcast.net
To: Pickering_Maryann
Subject: Re: Sugar House Streetcar Rezoning Question
Date: Wednesday, May 15, 2013 9:01:13 AM

Hi Maryann:

Thank you for your response. I guess the obvious question is what impact this proposed zoning change would have on existing properties both now and in the future. If this does pass, would it have an immediate affect or is this geared more to future regarding building plans?

Thanks,
Robert

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

From: Maryann Pickering <Maryann.Pickering@slcgov.com>
To: 'themillertrust@comcast.net' <themillertrust@comcast.net>
Sent: Tue, 14 May 2013 14:59:19 -0000 (UTC)
Subject: Sugar House Streetcar Rezoning

Hi Robert.

My apologies for getting back to you a few days late. I've been out of the office ill for a few days.

I have attached a copy of the proposed zoning map for your reference. I also included a summary of the highlights of the zoning.

The petition to change the zoning was initiated by the Mayor. There were no private properties owners who requested the change.

Please look at the map and let me know if you have additional questions. You can either email or call me.

Thanks, Maryann