



# Staff Report

PLANNING DIVISION  
COMMUNITY AND NEIGHBORHOODS

To: Salt Lake City Planning Commission  
From: Anthony Riederer, 801-535-7625, anthony.riederer@slcgov.com  
Date: November 9, 2016  
Re: PLNPCM2016-00583: Station Center Area Zoning Map Amendment

## Zoning Map Amendment

**PROPERTY ADDRESSES:** Multiple, please see map

**PARCEL ID NUMBERS:** Multiple, please see map

**MASTER PLAN:** Central City

**ZONING DISTRICT: Current:** D-3 and CG

**Proposed:** G-MU

**REQUEST:** Mayor Jackie Biskupski, requested that the SLC Planning Division initiate a petition to process a zoning map amendment for the properties in the SLC Redevelopment Agency's Depot district, including and directly across from Salt Lake Central Station (see map). This amendment will facilitate the development of Station Center, the RDA project located in the same general area. The proposed redevelopment will include a mix of commercial and residential uses. The subject properties have a mix of commercial and light-industrial uses and some vacant land, presently.

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

The following motion is provided in support of the recommendation:

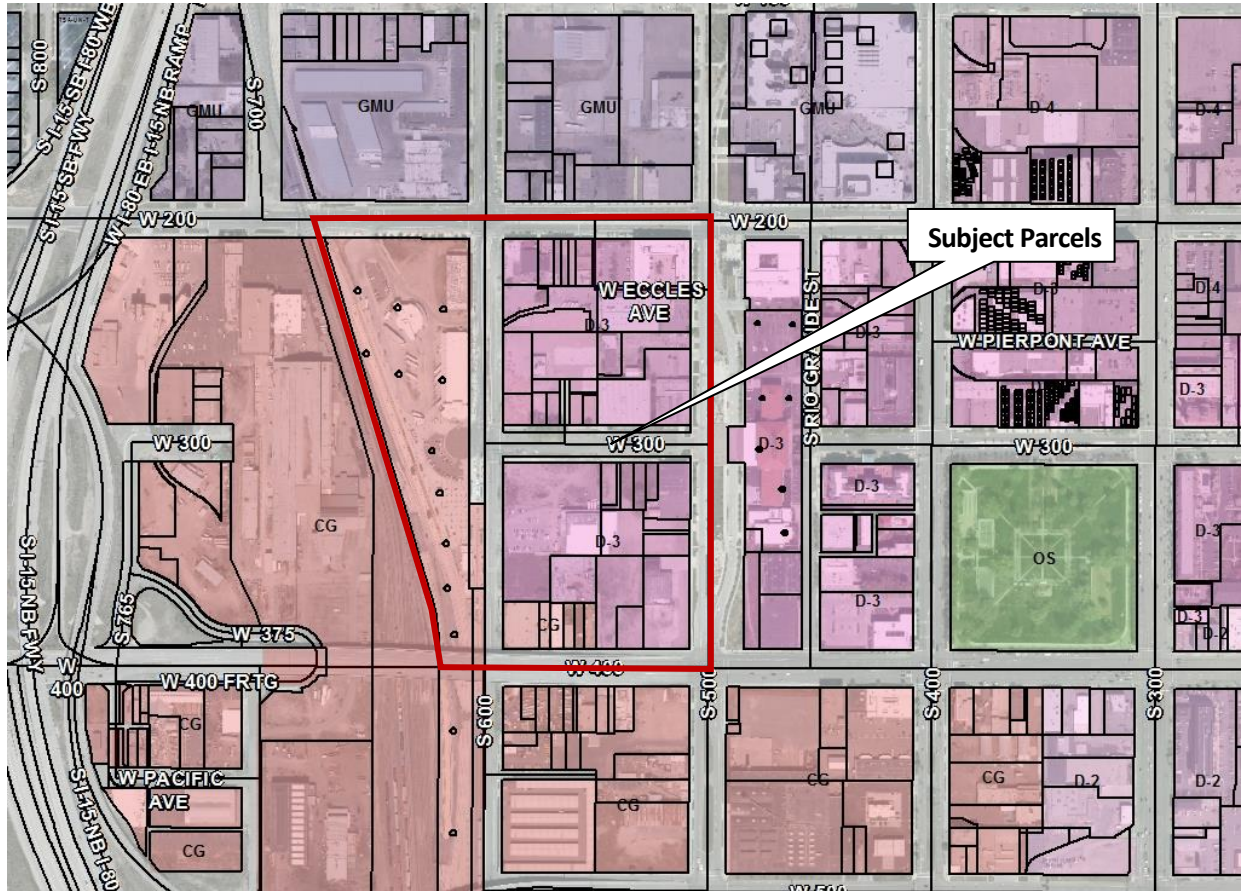
*Based on the findings and analysis in the staff report, testimony, and discussion at the public hearing, I move that the Planning Commission transmit a positive recommendation to the City Council for the proposed zoning map amendment.*

### ATTACHMENTS:

- A. Vicinity Map
- B. Site Map
- C. Site Photographs
- D. Application
- E. Existing Conditions & Development Standards
- F. Analysis of Standards
- G. Public Process & Comments
- H. Department Review Comments
- I. Motions

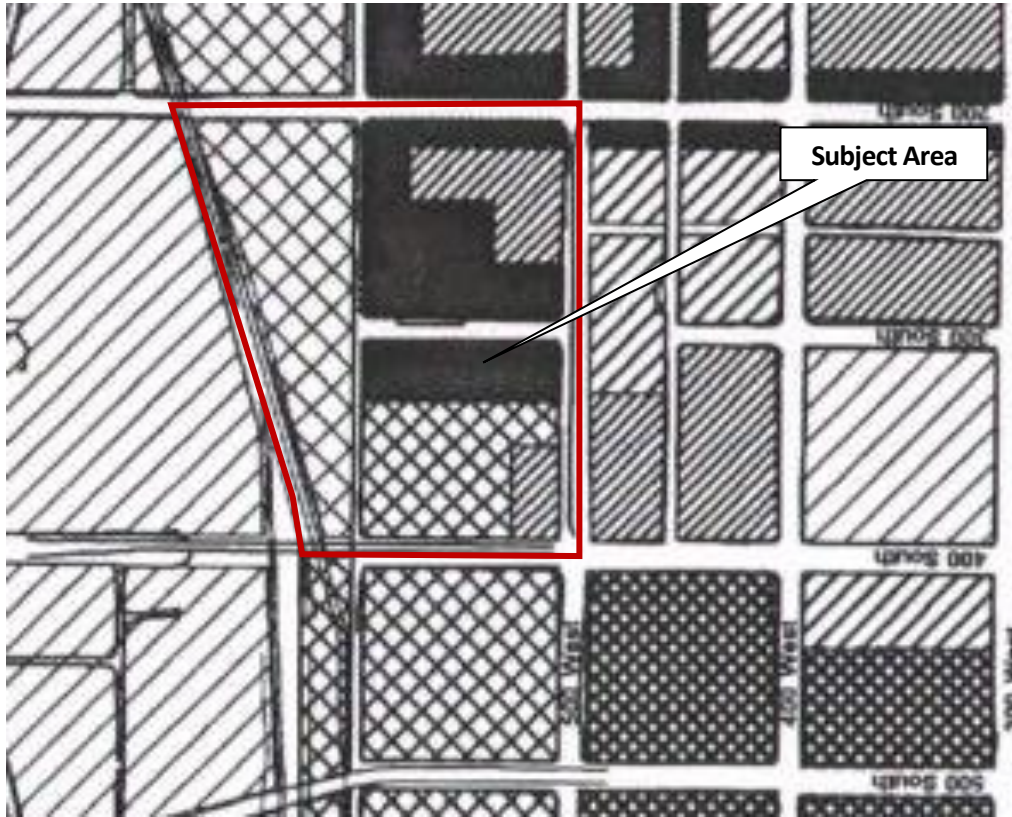
**PROJECT DESCRIPTION:**

The subject properties are located on two full city blocks immediately east of Salt Lake City’s Central Station. Additionally, the two-block length of the station property is, itself, included in the proposed map amendment. There are a mix of land uses in the area including commercial, light-industrial, transportation-related functions, and vacant land.



The petition to rezone the properties is in support of a plan put forth by SLC’s Redevelopment Agency. The Station Center project will redevelop parcels on the site with a number of commercial and residential mixed use buildings.

**Section of the Gateway Area Future Land Use Map**



*Proposed Mixed Land Use Patterns*



**KEY ISSUES:**

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

1. Proposed Changes and the *Gateway Specific Plan* and *Creating an Urban Neighborhood – Gateway District*
2. Zone Compatibility with Adjacent Properties
3. Other Guiding Documents

## **Issue 1 – Proposed Changes and the *Gateway Master Plan* documents**

The Future Land Use Map within the *Gateway Master Plan* categorizes the subject parcels as transportation/intermodal, residential, secondary/support commercial, and retail. These are the same uses that are generally permitted in the zone proposed by the zoning map amendment. Further, *Creating an Urban Neighborhood – Gateway District* expands on the vision of a walkable, mixed use urbanism for this area, writing:

*“Mixed use is shops, homes, churches, community and neighborhood services; families, business owners, and laborers from many different countries and background; and working, living, playing, and learning opportunities all occurring together. It is what neighborhoods used to look like as they developed to serve the needs and the lifestyles of the people who loved there. Recreating that quilting of living, enhancing it with new technologies and ideas, and blending it with many of the existing uses is an important goal of the plan – a mixed-use urban neighborhood, full and rich with diversity, livability, and beauty.”*

Given that the zoning district proposed in the zoning map amendment accords itself well with the vision expounded by the master plan documents for the area, no master plan amendment is necessary. Please see Issue 2 for greater discussion of the purpose of the proposed zoning district.

## **Issue 2 – Zone Compatibility with Adjacent Properties**

The parcels are currently zoned either CG (General Commercial) or D-3 (Downtown Warehouse). Section 21A.26.070 of the Salt Lake City Municipal code states that:

*The purpose of the CG general commercial district is to provide an environment for a variety of commercial uses, some of which involve the outdoor display/storage of merchandise or materials. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office, residential, heavy commercial and low intensities of manufacturing and warehouse uses.*

Section 21A.30.040 of the Salt Lake City Municipal code states that:

*The purpose of the D-3 downtown warehouse/residential district is to provide for the reuse of existing warehouse buildings for multi-family and mixed use while also allowing for continued retail, office and warehouse use within the district. The reuse of existing buildings and the construction of new buildings are to be done as multi-family residential or mixed use developments containing retail or office uses on the lower floors and residential on the upper floors.*

The change that is being sought is to G-MU (Gateway Mixed Use). Section 21A.31.020 states that:

*The G-MU gateway-mixed use district is intended to implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere. The 200 South corridor is intended to encourage commercial development on an urban scale and the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.*

### Neighborhood Character

As indicated by the purpose statement, the G-MU zone is intended to implement aspects of the adopted Gateway Master Plan. This is a zoning district that has been successfully used on adjacent blocks for redevelopment projects akin to, though surely distinct from, what has been proposed by Salt Lake City’s Redevelopment Agency on the subject sites. The adjacent development that has been executed under the G-MU zoning has existed comfortably alongside a range of other urban zoning districts.

Given that track record of success, there is not any reason to presume that the experience would be any different in the redevelopment of these parcels.

### **Issue 3 – Other Guiding Documents**

The *Gateway Specific Plan* and *Creating an Urban Neighborhood – Gateway District*, addressed below in the discussion section, are the guiding documents specifically prepared for this area, but they are surely not the only ones that exerts influence when determining land use policy. For example, Plan Salt Lake provides a citywide vision that all other master plans should take into account. Additionally, the city’s newly adopted Downtown Plan has a discussion of the Depot District, which includes the project area. These documents are especially significant in this case, given that they are recently completed offer updated goals to support the now nearly 20-year-old principles of the Gateway area plans.

Plan Salt Lake is organized by guiding principles that are meant to provide an overarching vision for the City in key categories. The topic areas, principles, and initiatives areas most pertinent to and supportive of this proposal are highlighted below:

#### **1/Neighborhoods**

**GUIDING PRINCIPLE/** *Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the wellbeing of the community therein.*

##### **INITIATIVES**

1. *Maintain neighborhood stability and character.*
2. *Support neighborhoods and districts in carrying out the City’s collective Vision.*
3. *Create a safe and convenient place for people to carry out their daily lives.*
4. *Support neighborhood identity and diversity.*
5. *Support policies that provides people a choice to stay in their home and neighborhood as they grow older and household demographics change.*
8. *Encourage and support local businesses and neighborhood business districts.*

#### **2/Growth**

**GUIDING PRINCIPLE/** *Growing responsibly, while providing people with choices about where they live, how they live, and how they get around.*

##### **INITIATIVES**

1. *Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.*
2. *Encourage a mix of land uses.*
3. *Promote infill and redevelopment of underutilized land.*
5. *Reduce consumption of natural resources, including water.*
6. *Accommodate and promote an increase in the City’s population.*
7. *Work with regional partners and stakeholders to address growth collaboratively.*

#### **3/Housing**

**GUIDING PRINCIPLE/** *Access to a wide variety of housing types for all income levels throughout the city, providing the basic human need for safety and responding to changing demographics.*

##### **INITIATIVES**

1. *Ensure access to affordable housing citywide (including rental and very low income).*
2. *Increase the number of medium density housing types and options.*
3. *Encourage housing options that accommodate aging in place.*

4. Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.
6. Promote energy efficient housing and rehabilitation of existing housing stock.
7. Promote high density residential in areas served by transit.

#### **4/ TRANSPORTATION & MOBILITY**

**GUIDING PRINCIPLE/** A transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, providing real choices and connecting people with places.

##### **INITIATIVES**

4. Reduce automobile dependency and single occupancy vehicle trips.
6. Prioritize maintenance of existing infrastructure (enhancing quality of life, safety, sustainability, and mobility).
7. Encourage transit-oriented development (TOD).

#### **12/ ECONOMY**

**GUIDING PRINCIPLE/** A balanced economy that produces quality jobs and fosters an environment for commerce, local business, and industry to thrive.

##### **INITIATIVES**

1. Maintain and grow Salt Lake City as the economic center of the region.
2. Support the economic growth of Downtown, including:
  - Energy Solutions Arena update
  - Innovation District in the Granary with an activated Fleet Block
  - Reactivate the Gateway
  - Develop Station Center
  - Expand Research Park in or near the downtown area
3. Support the growth of small businesses, entrepreneurship and neighborhood business nodes.
5. Recruit corporate headquarters and major employers to locate in the City.

Salt Lake City’s recently adopted Downtown Plan also contains a section that specifically addresses the project area. This section which focuses on the “Depot District” addresses several initiatives within a range of topic areas. A review of those which relate directly to the proposed zoning map amendment are provided below.

##### **HOUSING CHOICE:**

- Encourage development of/create incentives for housing for families with children, as part of identifiable neighborhood areas, in ground-oriented or low-rise dense developments and close to open space, schools, childcare centers, community facilities and other amenities designed for children; and smaller suites should be in towers and/or in spaces above busy commercial areas.

##### **PROSPEROUS:**

- Utilize interior streets and walkways for townhouse development to activate interior of blocks while keeping main streets commercial.

##### **EQUITY & OPPORTUNITY:**

- Develop strategies that will help integrate social service facilities into the social and physical fabric of the Depot District.

##### **WALKABLE:**

- Consider economic development tools for small neighborhood retail (i.e. coffee shops, book stores, bodegas, small grocery stores).

##### **WELCOMING AND SAFE:**

- Maximize visual transparency from sidewalk into stores and vice versa, including lighting for optimal nighttime light spill and daytime solar shading to enhance the safety and quality of the pedestrian experience.
- Improve public safety in the Depot District, particularly around Pioneer Park, for the enjoyment of all.

**BEAUTIFUL:**

- Investigate burying powerlines along major streets and corridors, particularly at entrances to the downtown.

Also addressed as a specific catalytic project is the Hub Implementation Strategy that is the genesis of the redevelopment of the identified city blocks that this map amendment is intended to facilitate.

**CATALYTIC PROJECT: HUB IMPLEMENTATION STRATEGY**

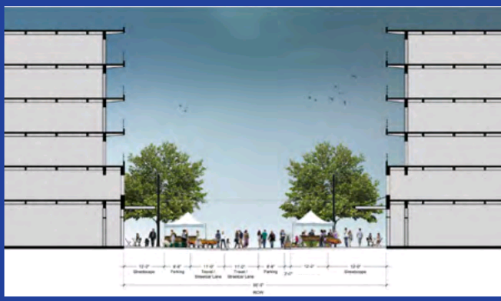


The Redevelopment Agency owns 9.63 acres between the historic Rio Grande Depot and the Intermodal Hub. The redevelopment strategy for this property and adjacent properties creates a festival street along 300 South (see section at right) and space for a year-round farmer's market. With Frontrunner, TRAX, Greyhound and added connectivity to downtown via the future streetcar, the Hub Implementation Strategy is a true transit-oriented development. The key concepts of the strategy include:

- Increased use of Frontrunner to and from the area by increasing the office use in the area
- Smaller blocks bounded by new streets and walkways
- Reduced street widths
- Preserved older buildings where possible
- Employment-based transit-oriented development
- Integrated residential, office and commercial uses
- Unique paving, lighting, planting, and other design elements
- New pocket parks and plazas
- Reimagined park blocks along 500 West as usable linear park space.

The plan (next page) represents how this area might develop in the future. While the details may change, the key concepts identified above should be demonstrated in the final development plan. Over time, this concept should extend to North Temple, where this type of development is already occurring and south to 500 South.

The Hub area is an ideal location for a year-round market as it is a natural extension of the Pioneer Park Farmer's Market and dovetails with the RDA concept for a festival street along 300 South.



300 South is proposed as a festival street between 500 West and 600 West. The right-of-way has been narrowed to 85 feet, creating a proportionately-enclosed space between buildings.

Image credit: Design Workshop



Image credit: Design Workshop

Given that specific initiatives mention infill development on underutilized land, promotion of higher density residential in areas served by transit, supporting Transit-Oriented Development, and the redevelopment of the Station Center area, it is the opinion of staff that each of these directives support this zoning map amendment.

## **DISCUSSION:**

### ***Applicable Master Plan Policies and Objectives***

The Gateway Specific Plan states the following in the introduction:

*The Gateway Specific Plan provides objectives, policies, and urban design ideas that will guide and use decisions well into the next century. In looking to the future, the plan envisions a transition of land uses from the current service oriented commercial and industrial uses to a mixed-use district. In order to implement this vision, ten guiding principles were developed in the course of the planning process.*

The plan presents a number of objectives. In the opinion of staff, each of these objectives are supported by the proposed map amendment.

#### ***Objective 1:***

*Provide for the continuation of existing uses within the Gateway District.*

The vast majority of the sites in the subject area are sporadically used, at best. Thus, the bulk of the existing uses are not useful to the healthful function of Salt Lake City as a whole. The rezone will support the future utility of the many transportation investments made in the area by bringing a center of employment and housing to the district.

#### ***Objective 2:***

*Organize the Gateway District in a pattern of streets, blocks, and pedestrian ways that extend the original grid pattern.*

The sporadic development pattern currently present little by way of either appeal to pedestrians or reason to attract visitors either bicycle or motorized vehicle. Though the basic street grid is intact, redevelopment will support the creation of secondary pathways within blocks, as well as give a rationale for additional transportation and wayfinding investments.

#### ***Objective 3:***

*Encourage transit-oriented development (TOD).*

One of the core intentions of the proposed map amendment is to allow for the creation of a center of employment and housing that is centrally-located and exceptionally well-served by transit. This is precisely the underlying premise of transit-oriented development.

#### ***Objective 4:***

*Provide for the development of a diverse mixture of uses that complement downtown, encourage a variety of housing opportunities, and compliment the enhancement and revitalization of the Gateway District.*

The central purpose of this map amendment is to permit the redevelopment of the subject area with a dense agglomeration of commercial and residential uses. The revitalization of the Gateway District and supporting land uses that compliment those already found in Salt Lake City's downtown area is precisely the intention.



*Objective 5:*

*Provide opportunities for housing within the Gateway District to reinforce downtown as a place to live, work, and shop.*

The site currently holds virtually no housing. The map amendment is intended to support the Salt Lake City Redevelopment Agency's plan to work with private-sector developers to develop a mix of uses in the area, including housing for a range of incomes.

*Objective 6:*

*Maintain and improve retail services in the Gateway District.*

The proposed rezone will support and improve retail services in the Gateway area by providing a number of new spaces for occupation by a range of retail tenants. Additionally, the residential and commercial components of future redevelopment will provide the area with the lifeblood of any retail establishment, nearby customers.

*Objective 7:*

*Strengthen the character and livability of the District by developing a system of public recreation facilities, open space, pedestrian ways, and waterways.*

Redevelopment of the subject properties will provide a rationale for the creation of additional 'quality of life' amenities in the downtown area. This potentially includes the recreation facilities, open space, and waterways.

*Objective 8:*

*Encourage adaptive reuse of historic buildings within the Gateway District.*

Part of the request for qualifications put forth by Salt Lake City's Redevelopment Agency specifically identifies at least one historic building to be preserved and adaptively reused within the project area. The proposed rezone will help enable this adaptive reuse by allowing for the adjacent properties to have supportive densities and uses.

Based on the above analysis, it is the opinion of staff that the proposed map amendment supports and furthers the vision and objectives of the *Gateway Specific Plan* and *Creating an Urban Neighborhood – Gateway District*, which together represent the master plan for the Gateway District.

**NEXT STEPS:**

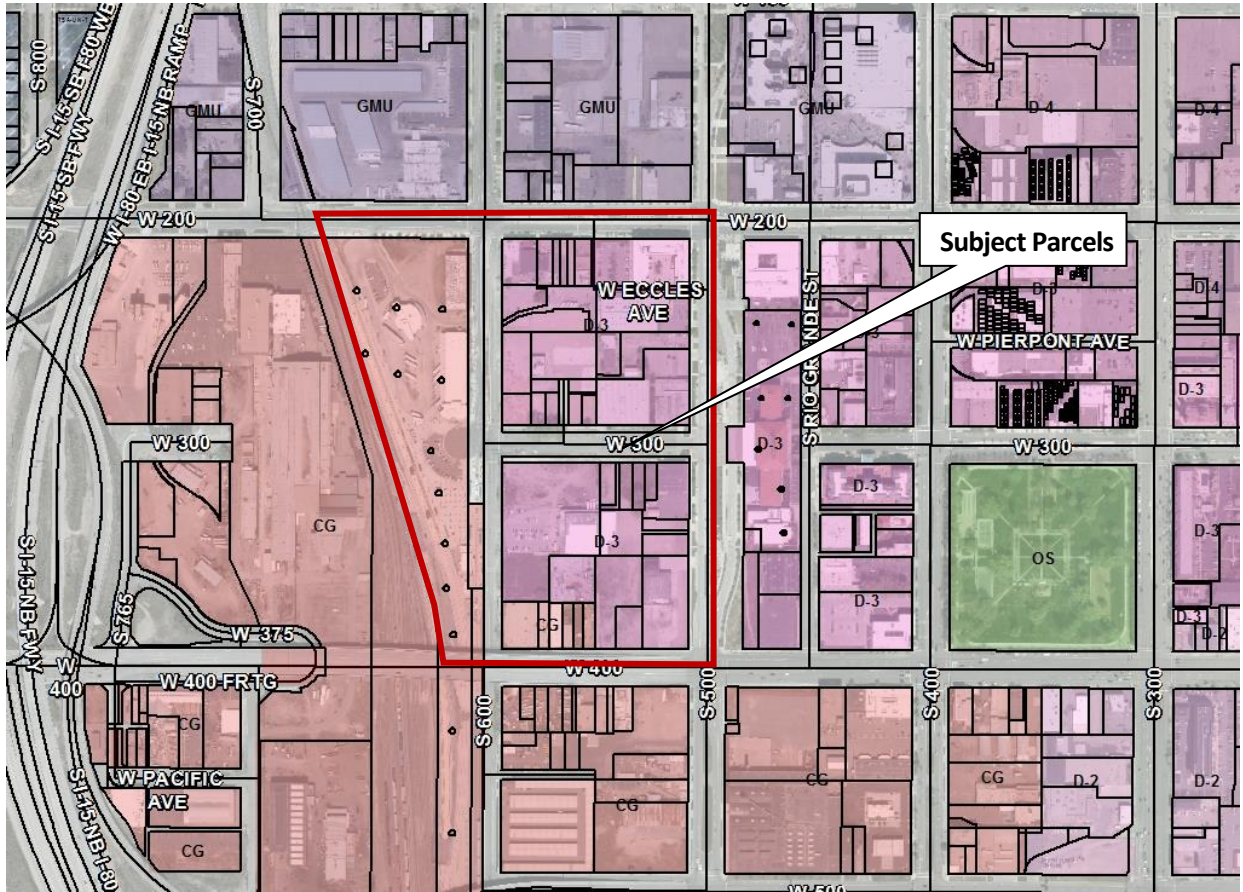
Regardless of the recommendation of the Planning Commission, the proposal will be sent to the City Council for a final decision. The City Council may approve the proposal, deny the proposal, consider other zoning districts, or modify the proposal.

If the zoning map amendment is approved, the properties will be given the zoning designation G-MU (Gateway Mixed Use). Any specific proposals for development would need to comply with the G-MU zoning regulations, be approved, and have appropriate permits issued. Additionally, absent further amendment of the zoning map, any future development of these properties would need to comply with the G-MU zoning regulations. The general G-MU zoning district development standards are located in Attachment E.

If a different zoning district is approved or the proposed map amendment is approved with modifications, any future development would have to comply with the applicable zoning regulations or any conditions placed on the property by the City Council. The City Council does have the option of entering into a development agreement. A development agreement is essentially site specific zoning regulations. Generally, it cannot provide greater development right than the approved zoning, but can further restrict what would otherwise be in permitted in the approved zoning regulations.

If the zoning map amendment is denied, the properties will remain zoned D-3 (Downtown Warehouse) and CG (General Commercial) and any potential development would need to meet the standards of those zoning districts.

# ATTACHMENT A: VICINITY MAP



# ATTACHMENT B: SITE PLAN

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# ATTACHMENT C: SITE PHOTOGRAPHS



Overall Subject Area, other photo locations indicated.



Photo 1: Looking east, along 400 South



Photo 2: Looking north, along 600 West



Photo 3: Looking east, along 300 South



Photo 4: Looking north, along 600 West



Photo 5: Looking west, along 200 South

# **ATTACHMENT D: APPLICATION MATERIALS**





# Petition Initiation Request

**Planning Division  
Community & Economic Development Department**

To: Mayor Biskupski

From: Nora Shepard, Planning Director *NKS*

Date: July 20, 2016

CC: Patrick Leary, Chief of Staff; Mike Reberg, CAN Director, Mary DeLaMare-Schaefer, CAN Deputy Director; Justin Belliveau, RDA Chief Administrative Officer

Re: Initiate Petition to amend the zoning map in the Depot District from D-3 (Downtown Warehouse) and CG (General Commercial) to GMU (Gateway Mixed Use) for the Station Center RDA project.

This memo is to request that you initiate a petition directing the Planning Division to process a zoning map amendment for the properties in the RDA Depot District, directly east of Salt Lake Central Station (see attached map). The purpose of the request is to facilitate the development of Station Center, the RDA project located in the same general area. The proposal may also include text amendments to remove any identified obstacles in the proposed zone or conflicts between the zoning and adopted land use policies for the area.

The Planning Division will work with the RDA staff, as well as other City Departments, to ensure that the Station Center project is consistent with the adopted Downtown Master Plan. The Planning Division will also review any other applicable master plan policies, such as the City Preservation Plan, Downtown in Motion, Sustainability Plan, etc. for consistency.

As part of the process, the Planning Division will follow the City adoption process for map amendments which includes citizen input and public hearings with the Planning Commission and City Council.

Thank you.

***Concurrence to initiate the zoning text amendment petition as noted above.***

*Jackie Biskupski*

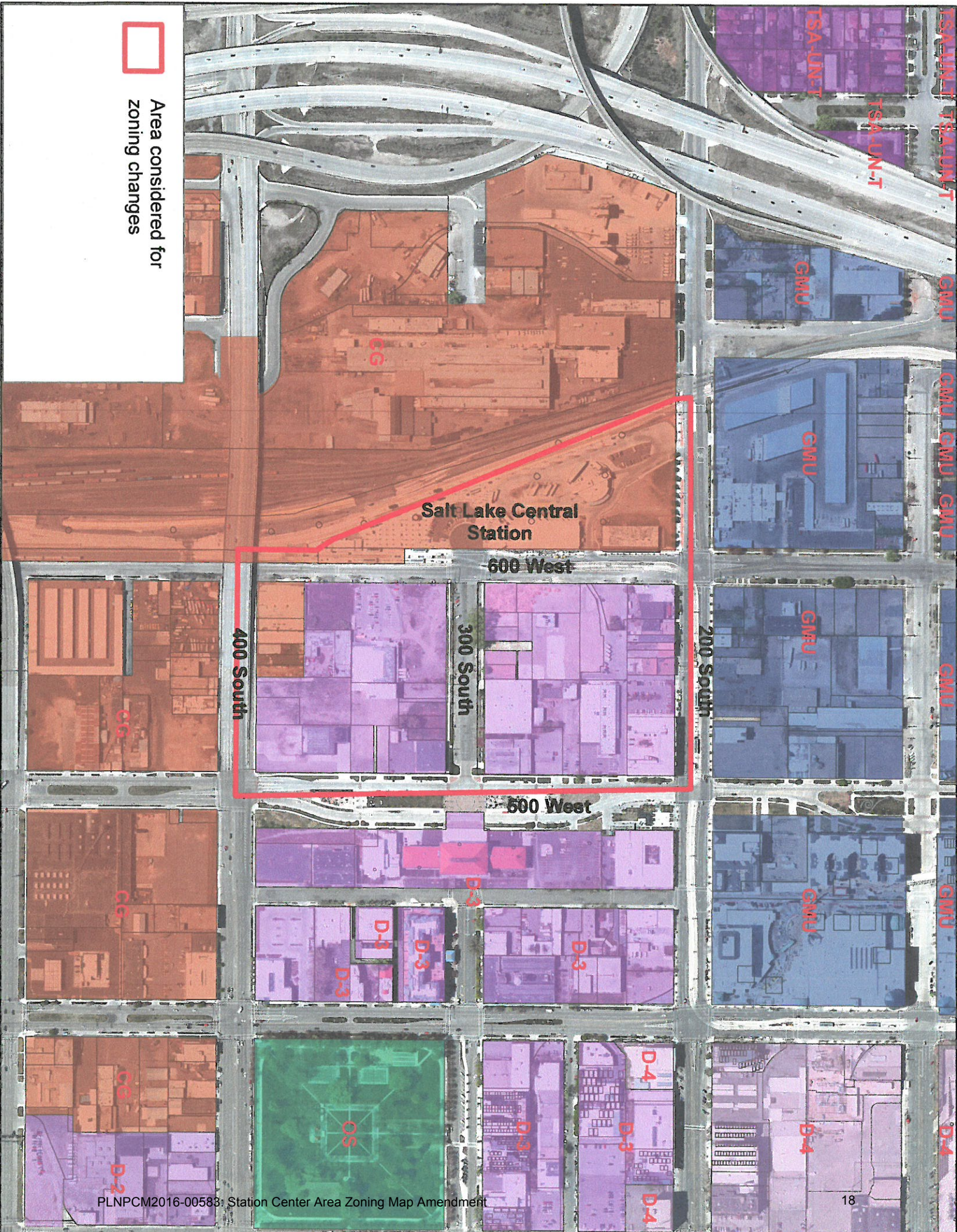
**Jackie Biskupski, Mayor**

*7-22-16*

**Date**



Area considered for zoning changes



Salt Lake Central Station

600 West

500 West

400 South

300 South

200 South

# **ATTACHMENT E: EXISTING CONDITIONS & DEVELOPMENT STANDARDS**

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## **CURRENT USES OF THE SUBJECT PROPERTIES AND IMMEDIATE VICINITY**

### Subject Area:

The subject are consists of two blocks bound by 200 South, 500 West, 400 South, and 600 West, along with triangular area bound by 200 South, 600 West, and the right of way of a rail line.

A significant portion of the two city blocks is vacant land or surface parking. Many of the remaining structures on the site appear largely disused, though the architecture suggests a previously industrial, manufacturing, or logistics use.

Along the northern edge of the site, fronting onto 200 South and 500 W there are a number of buildings that are still in use. This includes a restaurant, professional service firms, social service organizations, and a new multi-family residential building.

The properties west of 600 West are currently home to an intermodal transportation hub and associated parking. The site is home to Amtrak, UTA Rail and Bus Service, and Greyhound Bus Service.

### North of the Subject Properties:

To the north of the subject properties are some light-industrial and storage focused uses, as well as the Gateway Mall development. These properties are zoned G-MU (Gateway Mixed Use).

### West of the Subject Properties:

To the west of the subject properties, a significant mass of rail lines create a significant pedestrian barrier, beyond which lie some properties used for industrial operations and warehousing. These properties are zoned CG (General Commercial).

### East of the Subject Properties:

The eastern boundary of the subject properties is largely occupied by the historic Rio Grande building, which houses a number of offices of the State of Utah as well as some retail and restaurant uses. The Road Home, a local charity focused on issues surrounding homelessness, and CCG Howells, a local office furniture supplier are also located along this boundary. These sites are zoned D-3 (Downtown Warehouse).

### South of the Subject Properties:

To the south of the subject property, across 400 South, are a number of industrial and storage oriented uses. These sites are zoned General Commercial (CG).

## CURRENT ZONING STANDARDS

The properties proposed for rezoning are currently zoned CG (General Commercial) and D-3 (Downtown Warehouse/Residential). The following tables provide the general yard and bulk requirements for development within those zoning districts.

### CG (General Commercial) Development Standards (21A.26.070)

LOT WIDTH	LOT AREA	FRONT YARD	REAR YARD	SIDE YARDS	HEIGHT	LOT COVERAGE	LANDSCAPE BUFFERS
60 Ft.	10,000 Sq. Ft.	10 ft. minimum	10 ft. minimum	None required for interior parcels, 10 ft. minimum for corner parcels	60 ft., up to 30 ft. additional avail. via CBSDR	No maximum.	10 ft. required on front and corner side yards.

### D-3 (Downtown Warehouse/Residential) Development Standards (21A.26.030)

LOT WIDTH	LOT AREA	FRONT YARD	REAR YARD	SIDE YARDS	HEIGHT	LOT COVERAGE	LANDSCAPE BUFFERS
No minimum.	No minimum.	No minimum*	No minimum	No minimum.*	75 ft., up to 15 ft. additional avail. via CBSDR	Lots containing residential dwellings must maintain 20% common open space.	None required.

\* Surface parking lots are required to be set back from the front and corner side yard property lines fifteen feet (15').

## PROPOSED G-MU ZONING STANDARDS

The applicant is proposing to rezone the subject properties to G-MU (Gateway Mixed Use). The development standards for that zone are as follows:

RMU-35 Development Standards (21A.26.164)							
LOT WIDTH	LOT AREA	FRONT YARD	REAR YARD	SIDE YARDS	HEIGHT	LOT COVERAGE	LANDSCAPE BUFFERS
No minimum.	No minimum.	No minimum*	No minimum*	No minimum.*	45 ft. minimum generally  25 ft. minimum along 200 South  75 ft. maximum, up to 90 ft. allowed for pitched roofs or incorporation of affordable housing.	No maximum.	Surface parking lots shall have a landscaped setback of at least twenty feet (20') and meet interior landscaped requirements.

No maximum front yard or corner side yard setback except that A minimum of twenty five percent (25%) of the length of the facade of a principal building shall be set back no farther than five feet (5') from the street right of way line.

Surface parking lots shall have a fifteen foot (15') landscape setback from the front property line.

# ATTACHMENT F: ANALYSIS OF STANDARDS

## ZONING MAP AMENDMENTS

**21A.50.050:** A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard. In making a decision to amend the zoning map, the City Council should consider the following:

Factor	Finding	Rationale
<p><b>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;</b></p>	<p><b>Proposal is consistent with the purpose, goals, etc. of the adopted planning documents</b></p>	<p>Please see the “Discussion” of this staff report regarding applicable master plan policies and goals.</p> <p>As discussed, staff finds that the proposed zoning amendment is consistent with the purposes, goals, objectives, and policies of the <i>Gateway Specific Plan</i> and <i>Creating an Urban Neighborhood – Gateway District</i>, which together represent the master plan for the Gateway District, as well as other adopted planning documents</p>
<p><b>2. Whether a proposed map amendment furthers the specific purpose statements of the zoning ordinance.</b></p>	<p><b>Proposal does further the specific purpose statements of the zoning ordinance.</b></p>	<p>There is strong accord between the location of the proposed zoning district and the location criteria of the zone. The G-MU zoning is “intended to implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere.” Which is precisely the objective of the rezone and the pending project of the Salt Lake City RDA.</p>
<p><b>3. The extent to which a proposed map amendment will affect adjacent properties;</b></p>	<p><b>Site redevelopment under the amended zoning is anticipated to have a net-positive impact to redevelopment under the existing zoning.</b></p>	<p>The proposed rezone will support the creation of an additional center of employment and housing within Downtown Salt Lake City. The addition of daytime office workers and evening residents will support local businesses, improve public safety in the area, and take advantage of significant transit investments.</p>

<p><b>4. Whether a proposed map amendment is consistent with the purposes and provisions of any applicable overlay zoning districts which may impose additional standards</b></p>	<p><b>Complies</b></p>	<p>In the event that the proposed map amendment should interact with an overlay district, the more stringent rules would apply. The general purpose and provisions of the G-MU zone are consistent with SLC's overlay zones which may be applied in this area.</p>
<p><b>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.</b></p>	<p><b>Complies</b></p>	<p>The subject property is located within an area of Salt Lake City where public facilities and services already exist.</p> <p>Redevelopment of these properties, with more intense uses such as mid-rise commercial, mixed use, or multi-family development may require upgrading utilities and drainage systems that serve the properties.</p>

## **ATTACHMENT G: PUBLIC PROCESS & COMMENTS**

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

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project:

#### **Notice of Application to Downtown Community Council:**

A notice of application was sent to the Downtown Community Council chairperson, D. Christian Harrison, on September 19, 2016.

The Community Council was given 45 days to respond with any concerns or request staff to meet with them and discuss the proposed rezoning and text amendment.

No request for a presentation was made, nor were any concerns or objections submitted to staff.

#### **Notice of the public hearing for the proposal included:**

Public hearing notice posted on October 26, 2016

Public notice posted on City and State websites and Planning Division listserv on October 26, 2016

Signs posted at the sites on October 27, 2016

#### **Public Input:**

No public input was received.



# **ATTACHMENT H: DEPARTMENT REVIEW COMMENTS**

## **Engineering**

No comments received.

## **Zoning**

No comments received.

## **Transportation**

No comments received.

## **Public Utilities**

No comments received.

## **Fire**

No comments received.

# **ATTACHMENT I: MOTIONS**

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## **Potential Motions**

### **Staff Recommendation:**

*Based on the findings and analysis in the staff report, testimony, and discussion at the public hearing, I move that the Planning Commission transmit a favorable recommendation to the City Council for the proposed zoning map amendment.*

### **Not Consistent with Staff Recommendation:**

*Based on the findings and analysis in the staff report, testimony, and discussion at the public hearing, I move that the Planning Commission transmit a negative recommendation to the City Council for the proposed zoning map amendment.*

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