



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Amy Thompson, amy.thompson@slcgov.com, 801-535-7281
Date: March 31, 2020 (publication date)
Re: PLNPCM2019-01137 - Zoning Map Amendment

Zoning Map Amendment

MASTER PLAN: Westside

ZONING DISTRICT: M-1 Light Manufacturing

PROPERTY ADDRESS: 706-740 West 900 South (approximate) – includes 10 parcels and a portion of a city owned public alley

REQUEST:

Maximilian Coreth, the owner of the properties, is requesting to rezone ten parcels and a portion of a city owned public alley at approximately 740 W 900 South. The properties are currently zoned Light Manufacturing (M-1) and the request is to rezone them to Residential Mixed Use (R-MU). The purpose of the requested rezone is to accommodate a future multi-family residential development on a portion of the subject site.

RECOMMENDATION:

Based on the findings and analysis in this staff report and the factors to consider for zoning map amendments in 21A.50.050 of the zoning ordinance, Planning Staff recommends that the Planning Commission forward a positive recommendation to the City Council regarding this proposal with the conditions noted below:

1. The rezone of the portion of the City owned alley included in the request is subject to the petitioner entering into a Purchase Agreement with the City to acquire the vacated alley if the alley vacation is approved by City Council.
2. Design standards for the D-2 zone shall be applied to any new development on the subject site. This requirement could be executed through a development agreement with City Council or some other mechanism decided on by City Council.

ATTACHMENTS:

- A. [Zoning and Vicinity Maps](#)
- B. [Applicant's Narrative](#)
- C. [M-1 & R-MU Zoning Comparison](#)
- D. [City Plan Considerations](#)
- E. [Analysis of Zoning Amendment Standards](#)
- F. [Property Photographs](#)
- G. [Public Process & Comments](#)
- H. [City Department Review Comments](#)

PROJECT DESCRIPTION AND BACKGROUND:



The property owner, Maximilian Coreth, is requesting to rezone ten parcels and a portion of a city owned public alley from the current M-1 (Light Manufacturing) zoning designation to R-MU (Residential Mixed Use). The total area of the proposed rezone is approximately 1.8 acres or 78,742 square feet.

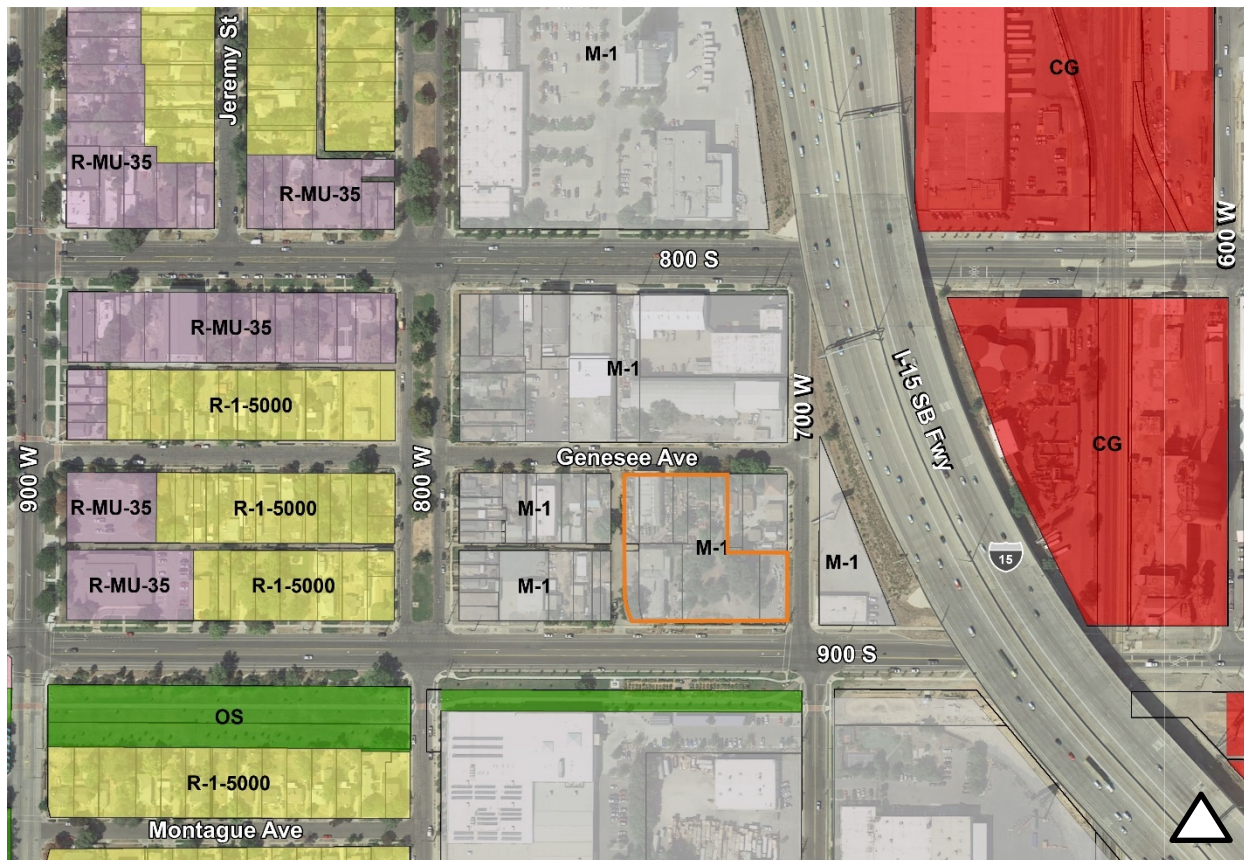
There are two existing commercial buildings on the site that are planned to be rehabilitated for restaurant and retail type uses that are currently permitted under the current M-1 zoning designation as well as the proposed R-MU zoning designation. The requested rezone would accommodate future development of the vacant eastern portion of the site for high density multi-family residential. The developer has not proposed a specific development plan as part of the rezone and does not have any pending building permits or other development applications for the property. The applicant has submitted an alley vacation application for the portion of the city owned alley that is included in the rezone request and that application is currently being processed. Please refer to [Attachment B](#) for a detailed narrative submitted by the applicant for the proposed rezone.

The subject properties are located approximately 330 FT west of Interstate 15 along 900 S, one of the gateways to the Westside neighborhoods. Several community uses surround the subject site including the 9-line trail, 9-line dirt jumps and pump track, and community gardens. The predominant street frontage of the vacant portion of the properties is along 900 S as well as 700 W. The surrounding properties on the block are zoned M-1, however, with the exception of just a few properties, the primary use is predominantly single family residential. There is also a religious use (Summun) adjacent to the site on the north east corner of the block.

The block to the north of the subject site is also zoned M-1 with uses that include commercial and light manufacturing type uses as well as some residential uses. The block to the south of the

subject site is zoned M-1 with current uses that include Utah PaperBox, moving and storage warehouses, and other light manufacturing uses.

Blocks south of the proposed rezone are zoned R-1/5,000 (Single Family Residential) and R-MU-35 (Residential Mixed Use); blocks to the east on the other side of Interstate 15 are zoned CG (General Commercial).



The primary reason for the rezone request is so the applicant will have the ability to develop the properties for residential uses, which are not currently allowed under the existing M-1 zoning designation. The M-1 zoning district allows for a variety of light manufacturing and industrial uses that are not allowed in the proposed R-MU zone. Some examples of uses that are currently permitted or conditional uses in the M-1 zone that would no longer be allowed in the proposed R-MU zone include: bus line station/terminal, community correctional facility, impound lot, industrial assembly, light manufacturing, and outdoor public storage. For a complete list of uses that are allowed under the existing M-1 zone and the proposed R-MU zone, please refer to [Attachment C](#).

The properties could currently be developed for light industrial uses under the M-1 zoning district designation. A full chart comparing the current M-1 zoning regulations and the proposed R-MU zoning regulations is located in [Attachment C](#). The following is a brief summary of some of the development regulations that would change with the proposed rezone request:

	Existing M-1 Zone	Proposed R-MU Zone
Setbacks	Front and corner side yard setback – 15' Interior and rear yard setback – None	Front, corner, and interior yard setback – None Rear yard setback – 25% of lot depth up to 30'
Height	65'	75' for residential uses 45' for non-residential uses
Open Space	None required	20% of lot for residential uses

Zoning Map Amendment Considerations

Planning staff is required by ordinance to analyze proposed zoning map amendments against existing adopted City policies and other related adopted City regulations. Planning staff is also directed to consider whether zoning text amendments implement best planning practices. However, ultimately, a decision to amend the zoning map is fully up to the discretion of the City Council and is not subject to any particular standard of review or consideration.

The full list of factors to consider for a zoning map amendment are located in [Attachment E](#).

KEY CONSIDERATIONS:

The key considerations and concerns below have been identified through the analysis of the project, neighbor and community input, and department reviews.

1. [Existing Area Plan Guidance](#)
2. [Design Standards](#)

Consideration 1: Existing City Plan Guidance – Westside Master Plan

For zoning map amendments, Planning Staff is directed by ordinance to consider the associated City master plans and adopted policies that apply to a proposal. Staff reviews general City policies, including adopted policies in Citywide master plans such as *Plan Salt Lake*, and considers plans that are specific to an area. In this case the property is within the boundaries of the *Westside Master Plan* that was developed specifically for this area. The full plan can be accessed here: <http://www.slcdocs.com/Planning/MasterPlansMaps/WSLMPA.pdf>.

See [Attachment D](#) for policy statements and goals from various city plans that staff considered as part of the review of this rezone request.

This project is situated along 900 S and the 700 W industrial corridor, an area that the Westside Master Plan identifies as an important gateway into the larger Westside Community. Five of six routes into the Westside from the east cut through the 700 West Industrial Corridor. As a result, 700 W is a significant part of the eastern gateways in the Westside. The impact is most evident along 900 South, where one side of the street is residential and the other industrial. A first-time visitor to the community, regardless of their mode of transportation, is first greeted by a land use and development pattern that is not representative of the true character of the community. During the public input gathering process for the Westside Master Plan, 900 S was generally considered the gateway in need of the most attention. The proposed R-MU zoning district provides for a vibrant mix of uses that are more consistent with the future development goals envisioned for this area, than what could be developed under the existing M-1 zoning designation.

The proposed rezone is consistent with Master Plan goals to promote reinvestment and redevelopment in the Westside community through changes in land use to spur development that meets the community's vision while maintaining the character of Westside's existing stable neighborhoods. The parcels included in the proposed rezone are currently underutilized mostly

vacant land that is identified in the Master Plan as an appropriate area for high density housing. The development regulations in the proposed R-MU zone further these goals by providing for attractive, compatible and high-density, mixed-use development with an emphasis on pedestrian scale activity while acknowledging the need for transit and automobile access.

Consideration 2: Design Standards

The proposed R-MU zoning district only has two design standards that would apply to any new development under that zoning designation. Those design standards are a 40% ground floor glass requirement for facades facing a street, and the 15 FT maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street facing facade. Under the R-MU design standards, something like structured parking could be located on the ground floor, which would not be consistent with the active pedestrian-oriented design envisioned in the master plan for this important gateway. The design standards are intended to utilize planning and architecture principles to shape and promote a walkable environment, foster place making as a community and economic development tool, protect property values, assist in maintaining the established character of the City, and implement the City's master plans.

Master Plan policies in the area as well as planning best practices suggest that a new development in this area would benefit from additional design standards such as an active ground floor use and durable building material requirements on ground and upper floors, to encourage pedestrian activity and a vibrant active mixed-use gateway into the westside neighborhoods. Planning Staff is of the opinion the design standards in section 21A.37 applicable to the D-2 zoning district should be applied to any new project on the subject parcels developed under the proposed R-MU zoning district. One way this could be accomplished is through a development agreement. Development agreements can only be approved by the City Council. The following are the design standards Planning Staff is recommending are imposed on the rezone request:

Design Standards	
Ground Floor Use %	75
Ground Floor Use + Visual Interest %	60/25
Building Materials – Ground Floor	80
Building Materials – Upper Floors	50
Glass – Ground Floor %	40
Glass – Upper Floors %	25
Building Entrances (feet)	50
Blank Wall – Maximum Length (feet)	15
Street Facing Façade – Maximum Length (feet)	200
Upper Floor Step Back (feet)	
Lighting – Exterior	X
Lighting – Parking Lot	X
Screening Mechanical Equipment	X
Screening of Service Areas	X
Parking Garages or Structures	X

A definition of each of the design standards above can be found in section [21A.347.050](#) of the zoning ordinance.

NEXT STEPS:

The Planning Commission can provide a positive or negative recommendation for the proposal and as part of a recommendation, can add conditions or request that changes be made to the proposal. The recommendation and any requested conditions/changes will be sent to the City Council, who will hold a briefing and additional public hearing on the proposed zoning changes. The City Council may make modifications to the proposal and approve or decline to approve the proposed zoning map amendment.

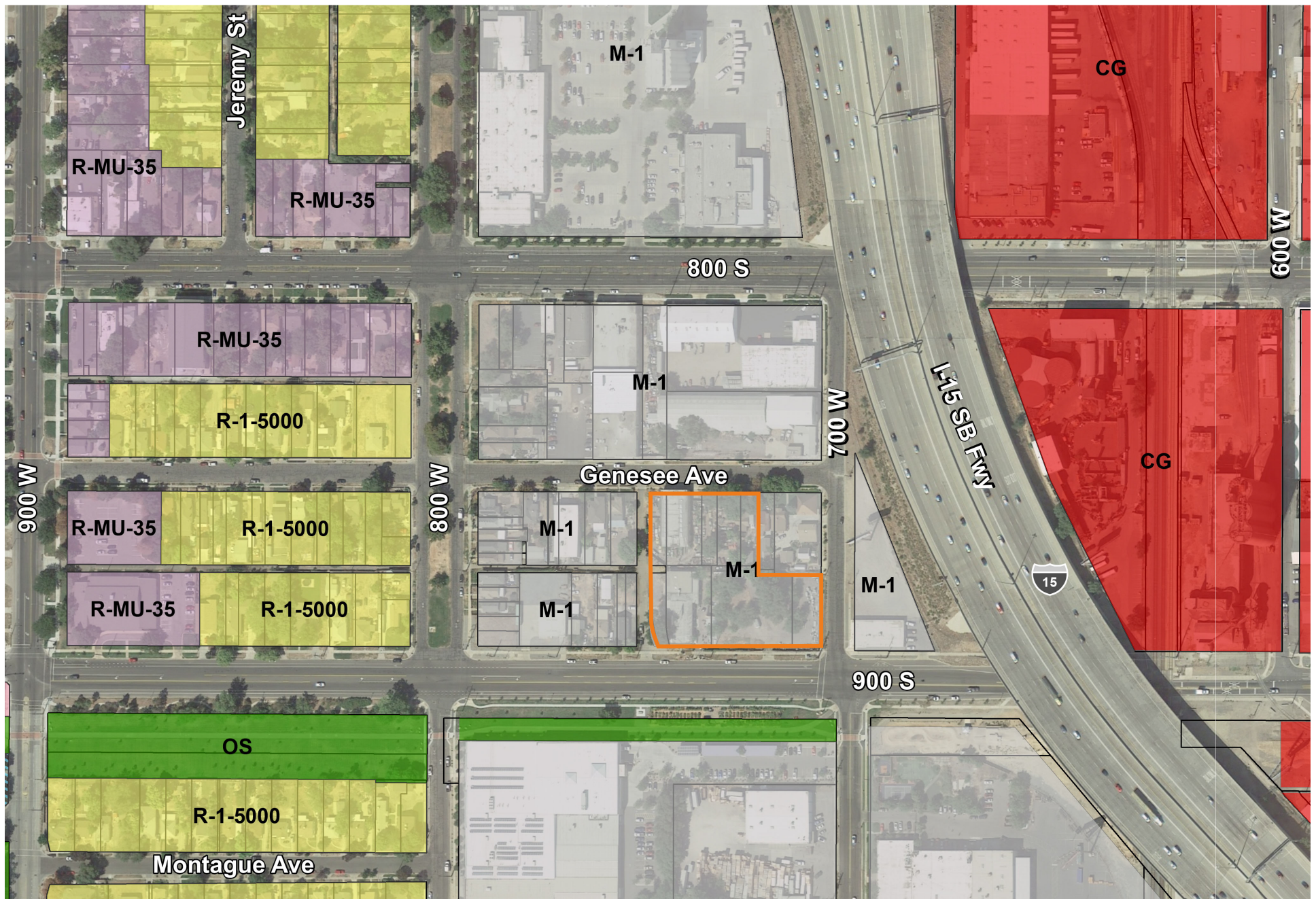
If ultimately approved by the City Council, the changes would be incorporated into the official City Zoning map and any new development on the rezoned parcels would be required to follow the regulations of the R-MU zoning district along with any development agreement requirements adopted by the City Council.

If the proposed zoning amendment is not approved by the City Council, the property could still be developed under its current M-1 zoning designation, however, the property would not be able to be developed for multi-family residential uses as they are not permitted in the light manufacturing zoning district.

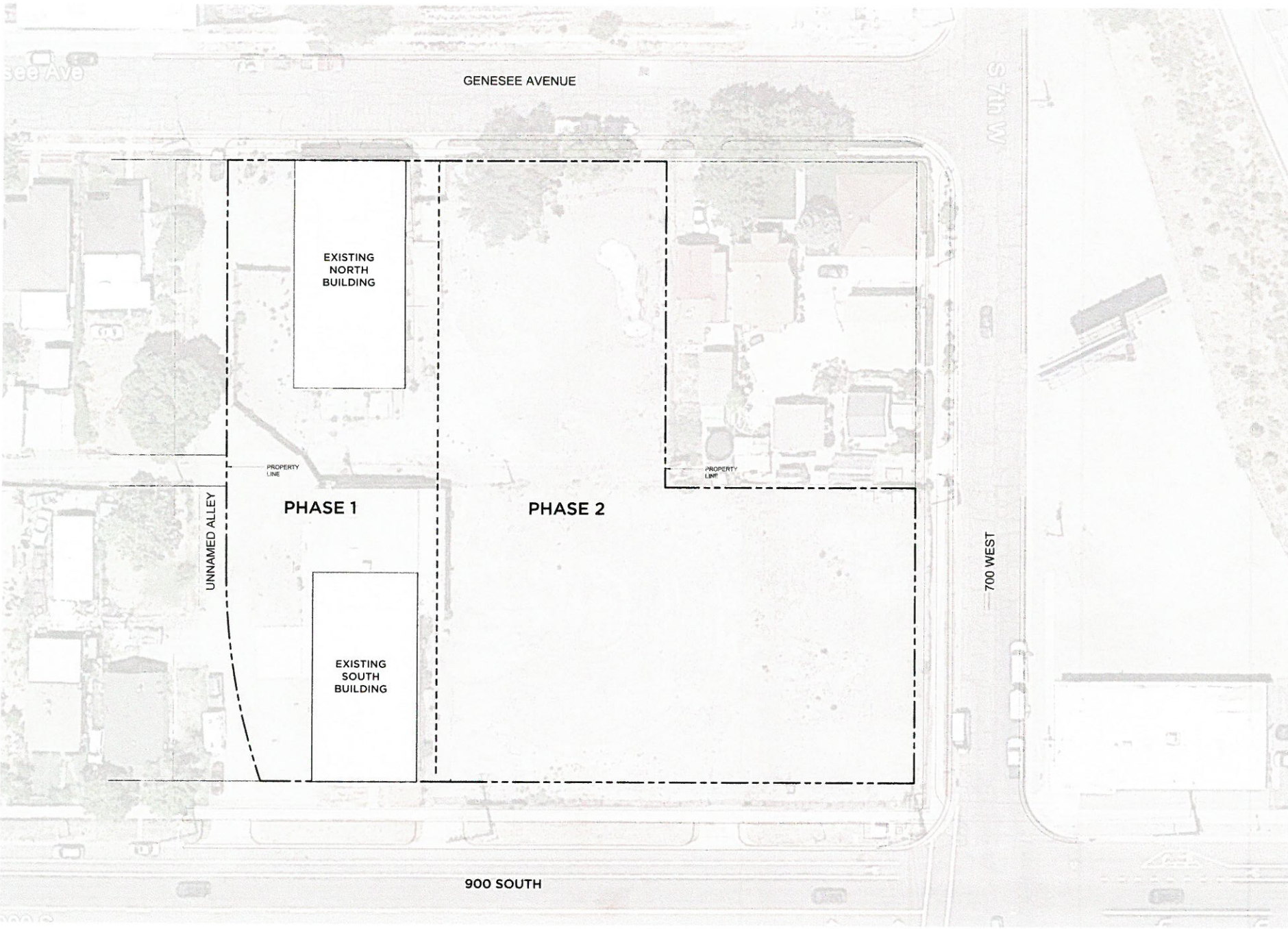
ATTACHMENT A: Zoning and Vicinity Maps



ZONING MAP



ATTACHMENT B: Applicant's Narrative



WEST END
PHASING DIAGRAM
11/12/2019





WEST END
VIEW LOOKING NORTHEAST FROM 900 SOUTH
11/12/2019



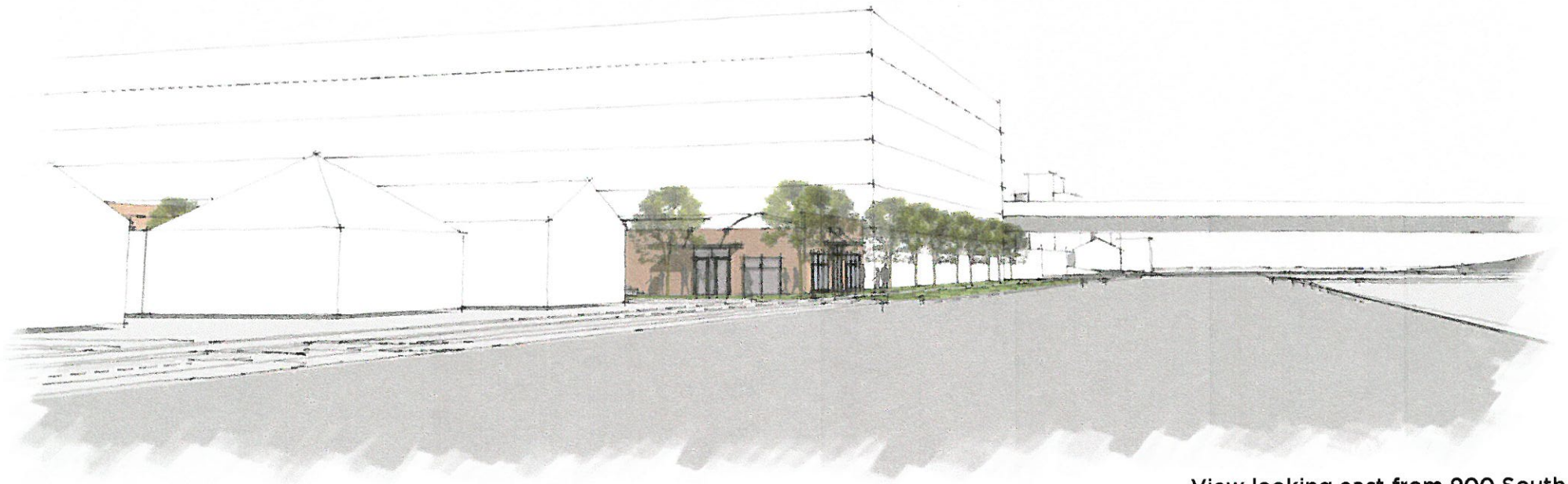
WEST END
VIEW LOOKING EAST FROM MID-BLOCK
11/12/2019



View looking northeast from above 900 South



View looking east from above 800 West



View looking east from 900 South

Project Description:
M-1 to RMU Zone Map Amendment
December 3, 2019

Project Description:

Emerging from the adaptive re-use of two existing barrel-vaulted warehouse buildings, the West End development is envisioned as a true mixed-use community. The retail opportunities will be an asset to the existing residential fabric. The development will also include the addition of medium to high density housing, which will promote the success of these retail and service possibilities. These residences will provide a consistent level of patronage to support and sustain local commercial activity. A strong midblock connection in the form of an alley breaks down the large-scale block pattern and welcomes visitors into the neighborhood. It is this alley that invites people into the block and creates a sense of place. The current M-1 zoning is not congruent with the desired land use envisioned by the city. The zone amendment is supported by the following documents:

Westside Masterplan
9 Line Corridor Master Plan
Growing SLC: A Five Year Housing Plan
Plan Salt Lake

Background:

As cited in the Westside Master Plan, the development patterns of the Westside were influenced by the development of the rail corridor in the late 1800s. The addition of the rail line created the initial physical barrier between the Westside and the development on the east side of the city.

Proximity to the Jordan River also influenced both development and associated uses due to seasonal flooding. This unpredictability made agriculture difficult. Even less inviting, the Jordan River was used for sewerage and as refuse dumps thus discouraging many uses, including residential development.

With the advent of the Surplus Canal in 1885, the river was less variable and both agricultural activities and bridge building could take place. With its proximity to the established rail tracks, the Westside began to see more industrial uses in addition to requisite housing and subdivision development.

Throughout the 20th century, the level of connectivity from the Westside to other parts of the city was variable. With the advent of the streetcar early in the century, the area enjoyed a level of connection with other parts of the city. However, as the century marched on, the dependence on the automobile created more vertical infrastructure that afforded great access to the freeway but further isolation via at-grade street connection.

In terms of the current conditions, the Westside masterplan rightly points out:

“A 1968 bus route map shows evidence of the beginnings of I-15 and the east-west disconnect it would further exacerbate: only two bus routes provided access from the Westside to the Downtown and central neighborhoods of Salt Lake City. One route was on

400 South and the other, 200 South. No routes south of 400 South ventured east of 900 West.”

By 1988, many of the freeways and interchanges were elevated with concrete construction, solidifying the connectivity challenges for Westside.

Proposed Project and Compliance with Salt Lake City Policy Directives:

The West End Development block is located at 900 South between 700 West and 800 West. The proposed West End Development is an ideal project to realize the visions and goals of the adopted Master Plans. The active mixed-use environment is primed to foster aspects of neighborhood and community. The phased plan includes commercial opportunities (restaurant and retail) and medium to high density residential. These components align with stated city goals. The City has recognized the importance of the area and the associated challenges in both the Westside Master plan and the 9 Line Master Plan. In addition to the adopted master plans, the project is also in alignment with the adopted city-wide vision document Plan Salt Lake and the Housing and Neighborhood Development publication titled Growing SLC: A Five Year Vision.

The Westside Master Plan, adopted in 2014, states the following goals:

- **Promote reinvestment and redevelopment in the Westside community through changes in land use, improved public infrastructure and community investment to spur development that meets the community’s vision while maintaining the character of Westside’s existing stable neighborhoods:**

The adaptive reuse of two underutilized commercial structures will vastly increase the site’s commercial activity while preserving and highlighting the character of these long-standing buildings. Through a change in land use, the addition of residential units will support these commercial uses in a symbiotic way.

- **Protect and encourage ongoing investment in existing, low-density residential neighborhoods while providing attractive, compatible and high density residential development where needed, appropriate or desired:**

This adaptive reuse project is the catalyst in a development that will include the construction of medium to high density residential. The two commercial structures will provide an attractive transition between the existing, low-density residential neighborhood to the west and medium to high density residential development on our site. The residential development will act as a buffer between the freeway and the extant residential neighborhood to the west of the site. The retail offerings will visually connect to the alley and create an activated ground plane.

- **Recognize, develop and foster opportunities for unique, mixed use neighborhood and community nodes in the Westside that reflect the diverse nature of the community and provide resources to allow for their growth:**

The transformation of two commercial structures that were previously closed to the neighborhood into publicly-accessible spaces will create a neighborhood node easily accessible by foot or bike. Our tenants could also provide services that attract customers from outside the neighborhood, thus fulfilling a key requirement of the creation of a community node.

• Enhance and expand the internal network of assets, nodes and resources ensuring that all residents and employees in the Westside have access to goods, services and activities and the opportunity to walk or bicycle safely to them:

This project will attract new commercial tenants that provide Westside residents with access to goods and services that were heretofore scarce or unavailable in the area. It will also reinvigorate a mid-block crossing that isn't currently conducive to safe pedestrian or cyclist access. With the addition of residential stacked flats, the people and eyes on the alley and streets will naturally create a safe space.

• Create a beautiful community with a system of guidelines to create and strengthen public spaces that will foster community interaction and pride and catalyze ongoing redevelopment and growth:

Adaptive reuse of these buildings will re-emphasize their architectural attractiveness while opening them to the public for commercial activity. This project will increase community interaction and pride and should attract further investment in the surrounding area.

The West End development is a prime example of a site that will support the goals of the Westside Master Plan. Through a change in permitted land use, this project will foster reinvestment in the community. This mixed-use neighborhood and community node will be a unique place and will provide services to the neighborhood with the potential for coffee shops, restaurants or other retail opportunities. These uses will be supported by the presence of medium and high density residential units. The development will serve as a gateway to the Westside and will strengthen 900 South as a multi modal transportation corridor and reinforce the Jordan River as a local amenity.

Similarly, the 9 Line Corridor Master Plan states the following goals:

- Connecting stable residential neighborhoods, growing commercial and neighborhood centers, and promoting thriving recreation locations;
- Embracing a diverse assemblage of people and user groups, providing the opportunity for enhancing their connections to the surrounding businesses and neighborhoods that form a unique and attractive community;
- Improving physical and cultural connections between the east and west sides of the City that in turn offer regional connections;
- Featuring retail, service, recreational, and educational options at key nodes along the 9 Line, as well as encouraging and facilitating connections to neighborhood nodes in the surrounding community;
- Facilitating the goal of West Salt Lake becoming the primary destination in Salt Lake City for river recreation and other types of parks and public spaces;

- Serving as a mechanism for the neighborhoods of West Salt Lake to celebrate their history and character by functioning as a community and cultural asset that connects people of all ages to services and educational opportunities; and
- Supporting connections to the West Salt Lake industrial business community, helping it continue to be a healthy and diverse growing employment and economic base for Salt Lake City.

Via the 9 Line trail, The West End Project creates and connects residential neighborhoods with recreation opportunities. The West End development is an opportunity to accomplish the goals listed in the 9 Line Master Plan. The commercial components will be a key node along the trail system. The residential apartment units will provide opportunities for more diversity to supplement the existing community fabric. The mix of uses will foster a unique and attractive atmosphere. The reuse of the warehouse structures recognizes the industrial roots of the site and creates a gathering point for the community.

The Salt Lake City Housing and Neighborhood Development (HAND) division also provides insight in the document labeled Growing SLC: A Five Year Housing Plan. This document recognizes that elements such as zoning changes are necessary to support the addition of residential units and the establishment of communities and affordable places to live.

The first policy change listed by the plan is to focus on updates to the zoning code:

Goal 1, Objective 1: Review and modify land-use and zoning regulations to reflect the affordability needs of a growing, pioneering city.

The Growing SLC plan encourages flexible zoning, in particular along transportation routes. The plan also encourages infill projects with an emphasis on providing housing diversity and stock with a variety of product types and levels of affordability.

Develop infill ordinances that promote a diverse housing stock, increase housing options, create redevelopment opportunities, and allow additional units within existing structures, while minimizing neighborhood impacts.

Plan Salt Lake

In order to articulate a city wide vision, Salt Lake City Planners crafted the Plan Salt Lake visioning document which was adopted December 2015. The West End project is congruent with this vision and it will provide benefits to the entire city, beyond the borders of the Westside. This project is compatible with the framework that the city has identified to anticipate growth and matches the vision towards sustainability and livability. As a part of the sustainable growth and development strategies identified, emphasis on development that includes placemaking features, broad mix of uses, connectivity and density are considered positive measures to accomplish responsible growth. The West End project aims to include these same components in their master plan of the block. Placemaking is celebrated in the adaptive re-use of the barrel vault warehouse buildings. Access from the mid-block alley provides opportunity for outdoor dining with elements such as festoon lighting and site furnishing. These commercial uses create vibrancy throughout the day and night. With adjacent access to the 9 Line Trail and the mid-block connection which breaks down the large block dimensions, multi modal circulation is enhanced. The guiding principles identified include

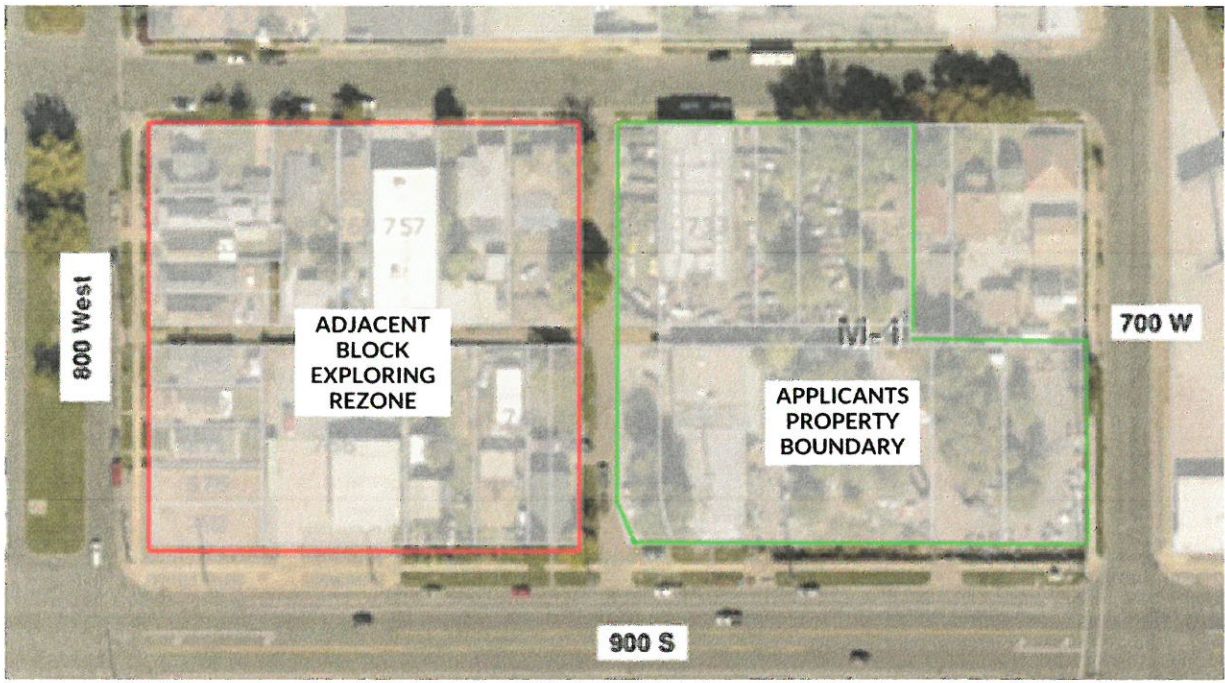
Neighborhoods, Housing, Transportation & Mobility, Air Quality, Natural Environment, Parks & Recreation, Beautiful City, Preservation, Arts & Culture, Equity, Economy, Government. More specifically, with the proper zoning, the West End Project can provide a safe environment, opportunity for social interaction, and services needed for the well-being of the community. It is the draw along 900 South that welcomes people into the Westside and provides a business node. Another congruent stated initiative to accommodate growth is to promote infill and redevelopment of underutilized land. Access to a variety of housing types is important in particular adjacent to trails and other outdoor recreation. The 9 Line Trail and the Jordan River Trail can provide these connections and general mobility for higher density nodes for projects like the West End.

The West End project complies resoundingly with the vision of the city-wide plans by creating additional housing stock along a transportation corridor. This additional housing stock and bolstering of community occurs through a land use change: the zone map amendment. This approach is recognized as one of the primary solutions to addressing the housing shortage by choosing to change current zoning.

The development team has been proactive with the existing community and neighbors. They have sponsored an open house meeting on site and have an ongoing dialogue with the local community council. Additionally, the team received a unanimous recommendation from the RDA Finance Committee for the approval of a loan to finance the adaptive re-use of the two commercial structures on site. This development loan was recently presented to the RDA Board for their consideration and won its approval as well.

Purpose:

The purpose of the Zone Map amendment is to facilitate the stated goals and vision of the city's adopted masterplans and other planning and visioning documents. The project planned for this site is in alignment with the city plans and policies. The zone amendment process is the mechanism outlined many times in the city policy documentation. The existing zoning is outdated and is preventing the ideal growth pattern for the area. This development can achieve the goals and visions with the appropriate zoning designation. As discussed with members of the city planning staff, the development team has identified RMU zone as the most relevant zoning designation to match the overall city vision as well as the local master plan documentation. As evidenced by the community outreach already performed, the West End Development team is invested in the community beyond their own property boundary. The team held an open house with the Poplar Grove community at which they received initial feedback from the community and the block to the west in particular. As further illustration of this applicant's dedication to the neighborhood, the West End team has also hired Architectural Nexus to explore the potential of a re-zone for the block immediately to the west of their site at the request of the PGCC. Working with the community council, consensus is being established to determine the appropriate departure from the no longer suitable M-1 designation.



Parcels for Zone Map Amendment

1511278001, 1511278002, 1511278003, 1511278004, 1511278005, 1511278008, 1511278014, 1511278012, 1511278013, 1511278016

RMU Zoning:

The purpose statement of the RMU is as follows:

The purpose of the R-MU Residential/Mixed Use District is to reinforce the mixed use character of the area and encourage the development of areas as high density residential urban neighborhoods containing retail, service commercial, and small scale office uses. This district is appropriate in areas of the City where the applicable master plans support high density, mixed use development. The standards for the district are intended to facilitate the creation of a walkable urban neighborhood with an emphasis on pedestrian scale activity while acknowledging the need for transit and automobile access.

The West End development squarely fits the purpose statement of the RMU zone. As a proper mixed-use project, it will thrive on the connectivity of the 9 Line trail system. Medium to high density residential units will benefit from and support the commercial aspects of the project. The intent of the amendment would be to follow the established strategy of Salt Lake City's master plan documents and to allow the neighborhood to flourish with the appropriate zone designation. This amendment will allow projects on this block to serve as a gateway to this district. The height allowed by RMU zoning for multifamily development will help shield the extant low density neighborhood to the west from the 45 foot high freeway to the site's east. The RMU Zone requirements are as follows:

MINIMUM YARD REQUIREMENTS

1. Single-Family Detached Dwellings:
 - a. Front Yard: Fifteen feet (15').
 - b. Corner Side Yard: Ten feet (10').
 - c. Interior Side Yard:
 - (1) Corner lots: Four feet (4').
 - (2) Interior lots: Four feet (4') on one side and ten feet (10') on the other.
 - d. Rear Yard: Twenty five percent (25%) of the lot depth, but need not be more than twenty feet (20').
2. Single-Family Attached, Two-Family And Twin Home Dwellings:
 - a. Front Yard: Fifteen feet (15').
 - b. Corner Side Yard: Ten feet (10').
 - c. Interior Side Yard:
 - (1) Single-family attached: No yard is required, however if one is provided it shall not be less than four feet (4').
 - (2) Two-family:
 - (A) Interior lot: Four feet (4') on one side and ten feet (10') on the other.
 - (B) Corner lot: Four feet (4').
 - (3) Twin home: No yard is required along one side lot line. A ten foot (10') yard is required on the other.
 - d. Rear Yard: Twenty five percent (25%) of lot depth or twenty five feet (25'), whichever is less.
3. Multi-Family Dwellings And Any Other Residential Uses:
 - a. Front Yard: No setback is required.
 - b. Corner Side Yard: No setback is required.
 - c. Interior Side Yard: No setback is required.
 - d. Rear Yard: Twenty five percent (25%) of lot depth, but need not exceed thirty feet (30').
4. Nonresidential Development:
 - a. Front Yard: No setback is required.
 - b. Corner Side Yard: No setback is required.
 - c. Interior Side Yard: No setback is required.
 - d. Rear Yard: Twenty five percent (25%) of lot depth, but need not exceed thirty feet (30').
 1. Front Yard: No setback is required.
 2. Corner Side Yard: No setback is required.
 3. Interior Side Yard: No setback is required.
 4. Rear Yard: Twenty five percent (25%) of lot depth, but need not exceed thirty feet (30').
5. Existing Lots: Lots legally existing on the effective date hereof, April 12, 1995, shall be considered legal conforming lots.
6. Minimum Lot Area Exemptions: For multiple-unit residential uses, nonresidential and mixed uses, no minimum lot area is required. In addition, no front, corner side or interior

side yards or landscaped setbacks are required; except where interior side yards are provided, they shall not be less than four feet (4').

7. Existing Buildings: For buildings legally existing on the effective date hereof, required yards shall be no greater than the established setback line.
8. Maximum Setback: For single-family, two-family, and twin home dwellings, at least twenty five percent (25%) of the building facade must be located within twenty five feet (25') of the front lot line. For all other uses, at least twenty five percent (25%) of the building facade must be located within fifteen feet (15') of the front lot line. Exceptions to this requirement may be authorized as design review, subject to the requirements of chapter 21A.59 of this title, and the review and approval of the Planning Commission. The Planning Director, in consultation with the Transportation Director, may modify this requirement if the adjacent public sidewalk is substandard and the resulting modification to the setback results in a more efficient public sidewalk. The Planning Director may waive this requirement for any addition, expansion, or intensification, which increases the floor area or parking requirement by less than fifty percent (50%) if the Planning Director finds the following:

- a. The architecture of the addition is compatible with the architecture of the original structure or the surrounding architecture.
- b. The addition is not part of a series of incremental additions intended to subvert the intent of the ordinance.

Appeal of administrative decision is to the Planning Commission.

9. Parking Setback: Surface parking lots within an interior side yard shall maintain a thirty foot (30') landscape setback from the front property line or be located behind the primary structure. Parking structures shall maintain a forty five foot (45') minimum setback from a front or corner side yard property line or be located behind the primary structure. There are no minimum or maximum setback restrictions on underground parking. The Planning Director may modify or waive this requirement if the Planning Director finds the following:

- a. The parking is compatible with the architecture/design of the original structure or the surrounding architecture.
- b. The parking is not part of a series of incremental additions intended to subvert the intent of the ordinance.
- c. The horizontal landscaping is replaced with vertical screening in the form of berms, plant materials, architectural features, fencing and/or other forms of screening.
- d. The landscaped setback is consistent with the surrounding neighborhood character.
- e. The overall project is consistent with section [21A.59.050](#) of this title.

Appeal of administrative decision is to the Planning Commission.

F. Maximum Building Height: The maximum building height shall not exceed seventy five feet (75'), except that nonresidential buildings and uses shall be limited by subsections F1 and F2 of this section. Buildings taller than seventy five feet (75'), up to a maximum of one hundred twenty five feet (125'), may be authorized through the design review process (chapter 21A.59 of this title) and provided, that the proposed height is located within the one hundred twenty five foot (125') height zone indicated in the map located in subsection F3 of this section.

1. Maximum height for nonresidential buildings: Forty five feet (45').
2. Maximum floor area coverage of nonresidential uses in mixed use buildings of residential and nonresidential uses: Three (3) floors.
3. One hundred twenty five foot (125') height zone map for the R-MU District:
FIGURE 21A.24.170.F.3

G. Minimum Open Space Area: For residential uses and mixed uses containing residential use, not less than twenty percent (20%) of the lot area shall be maintained as an open space area. This open space area may take the form of landscape yards or plazas and courtyards, subject to site plan review approval.

H. Landscape Yards: All front and corner side yards provided shall be maintained as a landscape yard in conformance with chapter 21A.48, "Landscaping And Buffers", of this title.

I. Landscape Buffers: Where a lot in the R-MU District abuts a lot in a Single-Family or Two-Family Residential District, landscape buffers shall be provided as required in chapter 21A.48, "Landscaping And Buffers", of this title. (Ord. 14-19, 2019: Ord. 13-19, 2019: Ord. 46-17, 2017: Ord. 12-17, 2017)

In addition to supporting the type of development described in the purpose statement of the RMU zone, the amendment will allow projects to meet the visions and goals of the Westside Master Plan, 9 Line Master Plan, Growing SLC: A Five Year Housing Plan and Plan Salt Lake. The zone map change will promote reinvestment and redevelopment on a local neighborhood scale which will then become a part of the overall successful citywide vision. These new development opportunities will encourage "unique, mixed use neighborhood and community nodes." From a citywide perspective, the Growing SLC: A Five Year Housing Plan and the Plan Salt Lake vision can only be accomplished by utilizing the appropriate zoning to foster the desired land uses.

Surrounding Zoning:

M-1

Existing M-1 Zoning Text:

A. Purpose Statement: The purpose of the M-1 Light Manufacturing District is to provide an environment for light industrial uses that produce no appreciable impact on adjacent properties, that desire a clean attractive industrial setting, and that protects nearby sensitive lands and waterways. This zone is appropriate in locations that are supported by the applicable Master Plan policies adopted by the City. This district is intended to provide areas in the City that generate employment opportunities and to promote economic development. The uses include other types of land uses that support and provide service to manufacturing and industrial uses. Safe, convenient and inviting connections that provide access to businesses from public sidewalks, bike paths and streets are necessary and to be provided in an equal way. Certain land uses are prohibited in order to preserve land for manufacturing uses and to promote the importance of nearby environmentally sensitive lands.

B. Uses: Uses in the M-1 Light Manufacturing District as specified in section 21A.33.040, "Table Of Permitted And Conditional Uses For Manufacturing Districts", of this title are permitted subject to the general provisions set forth in section 21A.28.010 of this chapter.

C. Minimum Lot Size:

1. Minimum Lot Area: Ten thousand (10,000) square feet.
2. Minimum Lot Width: Eighty feet (80').
3. Existing Lots: Lots legally existing as of April 12, 1995, shall be considered legal conforming lots.

D. Minimum Yard Requirements:

1. Front Yard: Fifteen feet (15').
2. Corner Side Yard: Fifteen feet (15').
3. Interior Side Yard: None required.
4. Rear Yard: None required.
5. Accessory Uses, Buildings And Structures In Yards: Accessory uses, buildings and structures may be located in a required yard area subject to section 21A.36.020, table 21A.36.020B of this title.
6. Additional Setback When Adjacent To AG-2 And AG-5 Districts: When adjacent to a lot in the AG-2 or AG-5 Zoning District, buildings or portions of buildings, shall be set back one foot (1') beyond the required landscape buffer as required in section 21A.48.080 of this title for every one foot (1') of building height above thirty feet (30').

E. Landscape Yard Requirements:

1. Front And Corner Side Yards: All required front and corner side yards shall be maintained as landscape yards in conformance with the requirements of chapter 21A.48 of this title.
2. Buffer Yards: All lots abutting a lot in a residential district shall conform to the buffer yard requirements of chapter 21A.48 of this title.
3. Northwest Quadrant Overlay District: Properties located within the Northwest Quadrant Overlay District are subject to special landscape requirements as outlined in subsection 21A.34.140B2 of this title.

F. Maximum Height:

1. Distillation Column Structures; Development In AFPP Overlay District: No building shall exceed sixty five feet (65') except that emission free distillation column structures,

necessary for manufacture processing purposes, shall be permitted up to the most restrictive Federal Aviation Administration imposed minimal approach surface elevations, or one hundred twenty feet (120') maximum, whichever is less. Said approach surface elevation will be determined by the Salt Lake City Department of Airports at the proposed locations of the distillation column structure. Any proposed development in the Airport Flight Path Protection (AFPP) Overlay District, as outlined in section 21A.34.040 of this title, will require approval of the Department of Airports prior to issuance of a building permit. All proposed development within the AFPP Overlay District which exceeds fifty feet (50') may also require site specific approval from the Federal Aviation Administration.

2. Location Exception: In the M-1 Zoning Districts located west of the Salt Lake City International Airport and north of Interstate 80 (I-80), buildings may exceed sixty five feet (65') in height subject to the design review standards and procedures of chapter 21A.59 of this title. In no case shall any building exceed eighty five feet (85').

3. Railroad Offloading Structures: Cranes, lifts, and other similar offloading structures related to the operation of a railroad freight terminal are allowed up to eighty five feet (85') in height and are also subject to the Airport Flight Path Protection (AFPP) Overlay District and Federal Aviation Administration (FAA) requirements. (Ord. 14-19, 2019: Ord. 3-18, 2018)

The M-1 zone is not a path to further develop city goals. Driven by historical constraints, the Westside's previous lack of connectivity segregated its communities from the rest of the city. With the advent of the 9 Line trail and other trail network connections, the Westside is poised to blossom. The means to create the alignment with the city vision is through appropriate zoning.

Summary

The zone amendment is consistent with the purposes, goals, objectives, and policies of the City. The relevant standards for map amendments as taken from ordinance 21A.59.050 are as follows:

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

As referenced above in specific detail, there are innumerable references in adopted city plan documents to support and encourage this zone amendment, including the following:

Westside Masterplan
9 Line Corridor Master Plan
Growing SLC: A Five Year Housing Plan
Plan Salt Lake

New residents and employees to the neighborhood will enjoy access to parks and recreational facilities including the 9 Line trail, Jordan River Parkway Trail, Jordan Park and the 9th South River

park. In addition, the proposed map amendment will have positive impacts for the adjacent properties and existing residents. Currently, the West End property and adjacent alley have been underutilized and have invited unwelcome activities. The activation and re-use of these spaces will breathe life into this block. The existing residential fabric will benefit from the commercial uses and increased positive activity in the area. This property owner has proactively engaged with the community and the local community council and has taken a transparent approach to communicating the goals for the project. This development aims to create a tangible benefit to the neighborhood, community and city.

This proactive approach extends to coordination with the city. This development team has participated in a pre-submittal conference with Salt Lake City planners. They have reviewed the project with the Development Review Team (DRT). During these discussions, adequacy of public facilities and services intended to serve the subject property, including, but not limited to, roadways, fire protection, schools, storm water drainage systems, water supplies, and wastewater and refuse collection were reviewed. At the conceptual level, these important factors can be addressed and no items were introduced to preclude development. As the project gains momentum and more robust design, engineering and calculations are developed, more in-depth discussions with entities such as Public Utilities, Salt Lake City Fire Department, Engineering and Zoning will occur.

The existing zoning designation of M-1 does not advance the goals of the city. The proposed zone map amendment will foster alignment with the both the Westside Master Plan and the 9 Line Master Plan. Congruence with the principles and initiatives outlined in Growing Salt Lake and Plan Salt Lake documents can also be achieved with these type of infill projects. With the proper zoning, creating a node that connects to the 9 Line trail, the West End Development will break down the large blocks with an activated and safe alley at the midblock. Welcoming retail can thrive with patronage from existing and new residents. Previously segregated from the rest of the city, the West End project will provide an exciting portal to the Westside community while celebrating the past with adaptive re-use. The project is looking to the future with the activation of the area through mixed use commercial and residential functions. While Phase 1 of the project, including the adaptive re-use commercial, can proceed under the M-1 Zoning, the critical addition of residential cannot. These uses are dependent on each other in a symbiotic way. The importance of creating more residential nodes to support and activate this potential gateway is critical to cultivating the desired neighborhood fabric. It is this mixed-use environment that will drive economic vitality and foster a sense of place. We are excited to provide an activated, true mixed-use environment congruent with the city goals that will bolster a neighborhood and community.

ATTACHMENT C: M-1 & R-MU

Zoning Comparison

REGULATION	EXISTING ZONING (M-1)	PROPOSED ZONING (R-MU)
Lot Area/Width	10,000 SF/ 80 FT	Multi-Family Dwellings – <i>No minimum/50 FT</i> Single Family Attached – <i>3,000 SF/22 FT for interior & 32 FT corner</i> Single Family Detached – <i>5,000 SF/50 FT</i> Twin Home Dwelling – <i>4,000 SF/25 FT</i> Two Family Dwelling – <i>8,000 SF/50 FT</i> Non-Residential Uses – <i>No minimum/No Minimum</i> Other permitted or conditional uses in 21A.33.020 - <i>5,000 SF/50 FT</i>
Setbacks	Front Yard – <i>15 FT</i> Corner Side Yard – <i>15 FT</i> Interior Side Yard - <i>No setback required</i> Rear Yard – <i>No setback required</i> <i>*All required front and corner side yards shall be maintained as landscape yards in conformance with the requirements of chapter 21A.48 of this title</i>	Front Yard – <i>No setback required; Maximum setback - at least 25% of the building facade must be located within 15 FT of the front lot line</i> Corner Side Yard - <i>No setback required</i> Interior Side Yard - <i>No setback required</i> Rear Yard – <i>25% of the lot depth/need not exceed 30 FT</i>
Parking Setback	<i>No specific parking setback regulations</i>	Surface Parking Lots Within an Interior Side Yard – <i>30 FT landscape setback from the front property line or be located behind the primary structure.</i> Parking Structures – <i>45 FT minimum setback from a front or corner side yard property line or be located behind the primary structure.</i>
Building Height	Building Height – <i>65 FT</i>	Residential Building Height – <i>75 FT</i> Non-Residential Buildings/Uses – <i>45 FT</i> (Maximum floor area coverage of nonresidential uses in mixed use buildings is limited to 3 floors)
Open Space	<i>No specific open space regulations</i>	Residential uses and mixed uses containing residential use - <i>20% of the lot area</i>

The following uses are not currently allowed in the M-1 zoning district but are listed as permitted or conditional uses under the proposed R-MU zoning district designation:

New Permitted	New Conditional
Art Gallery	Dwelling, group home (large)
Bed and breakfast, inn/manor	Dwelling, residential support (large)
Clinic (medical, dental)	Library
Daycare, nonregistered home daycare	Theatre, movie
Dwelling, accessory unit	
Dwelling, assisted living facility (large)	
Dwelling, assisted living facility (limited capacity)	
Dwelling, assisted living facility (small)	
Dwelling, group home (small)	
Dwelling, manufactured home	
Dwelling, multi-family	
Dwelling, residential support (small)	
Dwelling, rooming (boarding) house	
Dwelling, single-family (attached)	
Dwelling, single-family (detached)	
Dwelling, twin home and two family	
Eleemosynary facility	
Funeral home	
Mixed use development	

The uses in the table below are currently listed as permitted or conditional uses in the land use table for the M-1 zoning district. These uses below would no longer be allowed under the proposed R-MU zoning district:

Changing from Permitted to Not Allowed	Changing from Conditional to Not Allowed
Alcohol, Distillery	Animal, Raising of furbearing animals
Alcohol, Winery	Animal, Stockyard
Animal, Cremation service	Community correctional facility (large)
Animal, Kennel	Community correctional facility (small)
Animal, Pet Cemetery	Concrete and/or asphalt manufacturing
Animal, Pound	Grain Elevator
Bakery, commercial	Railroad freight terminal facility
Blacksmith shop	Railroad repair shop
Bottling plant	Recycling, processing center (outdoor)
Brewery	Rock, sand, and gravel storage and distribution
Building materials distribution	Utility, electric generation facility
Bus line station/terminal	Utility, sewage treatment plant
Bus line yard and repair facility	Utility, solid waste transfer station
Check cashing/payday loan business	Vehicle, automobile salvage and recycling (outdoor)
Contractor's yard/office	

Changing from Permitted to Not Allowed	Changing from Conditional to Not Allowed
Equipment, heavy (rental, sales, service)	
Equipment rental, (indoor and/or outdoor)	
Food processing	
Gas station	
Golf course	
Greenhouse	
Hotel/motel	
Impound lot	
Industrial assembly	
Large wind energy system	
Laundry, commercial	
Light manufacturing	
Package delivery facility	
Parking (commercial, off-site, park and ride lot, park and ride lot shared with existing use)	
Photo finishing lab	
Printing plant	
Radio, television station	
Recycling, collection station	
Recycling, processing center (indoor)	
Restaurant with a drive through	
Retail goods establishment with a drive through	
Sexually oriented business	
Sign painting/fabrication	
Small brewery	
Storage and display (outdoor)	
Storage, public (outdoor)	
Storage, self	
Store, convenience	
Studio, motion picture	
Taxicab facility	
Tire distribution retail/wholesale	
Truck freight terminal	
Vehicle, auction	
Vehicle, automobile truck and repair	
Vehicle, automobile truck and rental (including large truck)	
Vehicle, automobile, part sales	
Vehicle, automobile salvage and recycling (indoor)	
Vehicle, Recreational vehicle sales and service	
Vehicle, truck repair (large)	

Changing from Permitted to Not Allowed	Changing from Conditional to Not Allowed
Warehouse	
Welding shop	
Wholesale distribution	
Woodworking mill	

ATTACHMENT D: City Plan Considerations

Adopted City Plan Policies and Guidance

Zoning map amendments are reviewed for compliance with City master plans and adopted policies. The below plans were adopted for the area:

- **Westside Master Plan (Current Community Plan)**
 - The subject properties are located along the north end of the 700 West industrial corridor which is between I-15 and 800 West from 800 South to approximately 1700 South.
 - The steps identified for gradual change along the 700 West corridor include —zoning changes, design guidelines and capital improvements.
 - The plan includes several goals for increasing the community’s residential density.
 - Adding more commercial and multi-family residential infill should be pursued when the opportunity for redevelopment arises along the corridor.
 - Residents’ ideas for the future of the 700 West corridor had a focus on phasing out of the intense industrial uses.
 - Consider permitting residential and commercial infill on vacant parcels in the industrial corridor. Height and bulk regulations for infill development should be as flexible in order to achieve high density development (50 or more dwelling units per acre).
 - Identify underutilized or unmaintained areas within large residential blocks in the Westside. These mid-block areas should be targeted for development through flexible zoning and design standards.
 - Some design elements that are used to increase density, such as height and bulk, can be made compatible through appropriate architectural design and landscaping techniques.
 - Review the uses that are permitted in the current light manufacturing zoning district and determine if a new zone may be more appropriate. A new district should more specifically regulate building and site design and should completely prohibit any uses that produce noxious odors, fumes or other discharge or other uses that rely heavily on outdoor storage.
- **9 Line Corridor Master Plan**
 - Major & Minor Gateways - The 9 Line enjoys an excellent relative location in the Salt Lake Valley, passing many important transportation corridors, neighborhood nodes, parks and other points of interest. Nowhere is this more obvious than at several of the major potential gateways to the corridor; places where the 9 Line intersects with important modes of transportation such as UTA Trax, or the Jordan River Parkway. In order to increase its visibility, and to welcome potential corridor users, these important intersections – major and minor – should be considered gateways, and provide the appropriate amenities and infrastructure to that end. Moreover, they should consider the needs of motorists, cyclists and pedestrians.
 - Where the 9-line passes under I-15 is a major gateway and 700 West acts is identified as a minor gateway.
 - On 900 S between the I-15 node and the 9th and 9th node is identified as a Corridor Type C - The corridor is widest in this area connecting users to regional parks and neighborhood commercial centers along the paved trailway. This area features a mixture of residential, commercial and light industrial uses. The neighborhood node

at 900 South & 900 West presents a strong opportunity to catalyze future development

- I-15 Node Analysis and Potential - The 9 Line corridor changes dramatically between I-15 and 900 West. Adjacent land uses in this section of the corridor transition from commercial and light industrial on the eastern end to neighborhood commercial, single-family residential and open space on the west end. There is some vacant land and a new bike park adjacent to the Interstate which present opportunities for programmed activities and other trailway development.

- **Plan Salt Lake**

- Growth – Promote infill and redevelopment of underutilized land.
- Housing – Direct new growth toward areas with existing infrastructure and services that have the potential to be people oriented.
- Beautiful City - Support and encourage architecture, development, and infrastructure that is people-focused, responds to its surrounding context and enhances the public realm, reflects our diverse cultural, ethnic, and religious heritage and is sustainable, using high quality materials and building standards.
- Create opportunities to connect with nature in urban areas.
- Reinforce and preserve neighborhood and district character and a strong sense of place.
- Preservation - Preserve and enhance neighborhood and district character.
- Encourage the incorporation of historic elements into buildings, landscapes, public spaces, streetscapes, neighborhoods, and districts where appropriate.
- Economy - Support the growth of small businesses, entrepreneurship and neighborhood business nodes.

- **Growing SLC**

- Develop flexible zoning tools and regulations, with a focus along significant transportation routes
- Support diverse and vibrant neighborhoods by aligning land use policies that promote a housing market capable of accommodating residents throughout all stages of life

- **Salt Lake City Comprehensive Housing Policy**

The Salt Lake City Comprehensive Housing Policy was adopted on March 1, 2016. The Housing Policy represents the City Council's efforts to establish a policy direction to address current conditions in Salt Lake City. The intent is that this direction will be followed whenever the City engages in housing funding assistance, zoning and land use planning, master planning neighborhoods, and creating economic incentives. Additionally, the Housing Policy is intended to achieve the following that relate to the requested rezone:

- Foster and celebrate the urban residential tradition
- Develop new housing opportunities throughout the City
- Promote a diverse and balanced community by ensuring that a wide range of housing types and choices exist for all income levels, age groups, and types of households

- **Transit Master Plan**

- 900 S is identified as a high priority corridor as it provides opportunities for additional east/west cross- town connections as well as connections. 900 W is also

discussed as improving connections to the neighboring Fairpark and Glendale communities.

- Building off existing plans and policies, the Salt Lake City Transit Master Plan recognizes the importance of land use, street connectivity, and placemaking to implement a well-used and attractive frequent transit network (FTN). The FTN must be supported by a concentration of land uses, connections to key destinations, a rich mix of uses, and interconnected streets. The Transit Master Plan embraces these concepts to help achieve the City's goals to increase transit ridership in Salt Lake City.
- Provide a rich mix of uses that support street-level activity throughout the day and night. A diversity of land uses (including residential, commercial, industrial, institutional, and recreational uses) promotes walking and transit ridership, and reduces driving.
- A mix of land uses allows more daily needs to be met within shorter distances, encouraging people to walk and take transit for more trips. Land use diversity also creates a more interesting and active urban environment that makes walking and taking transit feel safer and more attractive at all times of the day and night
- Salt Lake City also plays an important role in working with developers to set standards for new development. These standards can help ensure land uses support the FTN, including: Pedestrian-oriented design: Identify design standards that promote pedestrian-oriented urban design features, such as active frontages built right to the street with parking located at the rear of the building and landscaping that provides a buffer between the sidewalk and the street.
- Land use and placemaking recommendations –Continue to monitor zoning along the FTN to ensure transit is supported by a mix of uses, adequate densities, parking requirements, and other transit supportive elements.
- Provide a mix of housing options along the FTN to support housing affordability and diversity

Staff Discussion

As discussed in the considerations section of the staff report, the proposal generally complies with the master plan policies for the area by providing the opportunity to add more compatible commercial and residential infill along the 700 W corridor and along 900 S which acts as an important gateway into the broader Westside community. The proximity to Downtown, the Jordan River and the 9 Line Trail all make the area attractive to many residents.

The proposed R-MU zone would allow for residential uses that are not permitted under the existing M-1 zoning designation, which further promotes the goals and visions of city plans by promoting redevelopment of underutilized land. The proposed R-MU zone also restricts some of the industrial uses allowed in M-1 that currently have a negative visual impact on this Westside gateway such as outdoor storage of materials and finished products.

ATTACHMENT E: Analysis of Zoning Amendment 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
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;	Complies	The property is located within the <i>Westside Master Plan</i> area. See Attachment D for discussion of relevant City policies and plans and the proposal's compliance.
2. Whether a proposed map amendment furthers the specific purpose statements of the zoning ordinance.	Complies	<p>The purpose of the R-MU Residential/Mixed Use District is <i>to reinforce the mixed-use character of the area and encourage the development of areas as high density residential urban neighborhoods containing retail, service commercial, and small-scale office uses. This district is appropriate in areas of the City where the applicable master plans support high density, mixed use development. The standards for the district are intended to facilitate the creation of a walkable urban neighborhood with an emphasis on pedestrian scale activity while acknowledging the need for transit and automobile access.</i></p> <p>In compliance with this purpose statement, the proposed location of the zoning district fits the location criteria of the zone. The zone would be located in an area supported by the master plan for a mixed of uses including high density residential. The standards of the R-MU zone, such as distance from the buildings to the sidewalk, also help promote a walkable urban neighborhood with pedestrian scale activity.</p>
3. The extent to which a proposed map amendment will affect adjacent properties;	Complies	The proposed R-MU zoning district would allow a mix of land uses and residential uses that are not currently allowed by the M-1 zoning. The development standards in the R-MU zoning district are intended to encourage the development of areas as a mix

		<p>of compatible residential and commercial uses, which is consistent with the Master Plan policies and goals in this area.</p> <p>The proposal would add residential uses as allowed uses to the properties; however, even though the surrounding properties are zoned M-1, many of the adjacent properties contain residential uses so the proposed zone would be more compatible with the existing uses than the M-1 zoning district.</p> <p>Many of the more visually and environmentally impactful industrial uses that are currently allowed in the M-1 zone would no longer be allowed under the requested zoning designation. See Attachment C for a comparison of the permitted and conditional uses in the M-1 and R-MU zone.</p> <p>The proposed zoning district does allow for heights up to 75' for residential development, which is an increase in 10' from the 65' that is currently allowed in the M-1 zone, however, staff does not believe that to be a substantial change that would cause any different or significantly increased impacts than a 65' building. Additionally, the R-MU zone requires a rear yard setback (25% of the lot depth) whereas is in the M-1 zone, there is no setback requirement and the allowed uses may be more impactful to surrounding residential uses.</p> <p>The proposed R-MU zoning is not anticipated to introduce substantive new or additional negative impacts to adjacent properties. The proposal will lessen the potential for negative impacts in a number of ways versus the current development allowances under the M-1 zoning designation. Given the likely future transition of the area into one of mixed-use zoning, specifically the 700 W industrial corridor and the 900 S gateway into Westside neighborhoods, having mixed-use zoning along the frontage of 700 W as well as 900 S is desirable in the context of future development and plans for the area.</p>
4. Whether a proposed map amendment is consistent with the	Complies	<p>The proposed map amendment is not within any overlay zoning district. This standard is not applicable to the proposal.</p>

purposes and provisions of any applicable overlay zoning districts which may impose additional standards		
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.	Complies	<p>The subject property is located within a built environment where public facilities and services already exist. The site is currently served by 900 south, 700 west, Genesee Ave, and a public right of way. Future development on these properties, such as commercial or multifamily development may require upgrading utilities and drainage systems that serve the properties. Any required infrastructure upgrades will be evaluated with a specific site development plan.</p> <p>Comments from public utilities indicate the water system in the area is undersized and any new development may require utility upgrades at the owner's expense. Additionally, there is a sewer main running through the property that will need to be abandoned or relocated or may limit available building areas.</p>

ATTACHMENT F: Photographs





View of subject site from corner of 900 S and 700 W facing north west



View of subject public right of way from 900 S facing north



View of subject site from Genesee Ave. facing south



View across the street to the south of the subject site – south side of 900 S



View of surrounding development on the block face to the west of the subject site



View of surrounding development – 800 W facing east



View of surrounding development to the north of the subject site – Genesee Ave. facing west



View of surrounding development on Genesee west of subject site

ATTACHMENT G: Public Process And Comments

The following attachment lists the public meetings that have been held, and other public input opportunities, related to the proposed project. All written comments that were received throughout this process are included within this attachment.

Poplar Grove Community Council Meeting

The property is within the boundaries of Poplar Grove Community Council. Prior to submitting the rezone application, the applicants attended the September 25, 2019 Poplar Grove Community Council meeting, which was hosted on the subject site in the vacant warehouse buildings. During the meeting the applicant discussed their plans to request a rezone for the properties and their ideas and intent for future development of the site with multi-family housing. Planning Staff also attended the meeting to answer any city process and zoning related questions. Questions were asked about height, design standards, and building materials that would be applicable under the requested R-MU zoning district.

Early Notification

A notice of application was sent to the chair of the Poplar Grove & Glendale Community Councils. The Community Councils were given 45 days to respond with any concerns or comments.

Notice of the application was also sent to property owners and residents within 300 feet of the project. The purpose of this notice is to inform surrounding property owners and residents that an application has been submitted, provide details regarding the request, outline steps in the planning review and decision making process, and to let them know how to obtain more information and submit comments early on in the review process.

City Open House

Because the property is located within 600 feet of two community council districts, the City Planning Division held an open house on January 16, 2020 for the proposal in order to obtain feedback from residents and property owners and to provide information about the public process and City regulations.

For the open house, the City provided mailed notice to residents and property owners within approximately 300 feet of the proposal two weeks in advance of the open house. Notices were also e-mailed to the City's general Planning mailing list and to those individuals that requested notice for meetings for the proposal.

Public Hearing Notice

The Planning Division provided the following notices for the Planning Commission meeting:

- Mailed notice sent March 26, 2020
- E-mailed notice to listserv sent March 26, 2020
- Public hearing notice signs posted on the property March 26, 2020

Public Input Received

Planning Staff received a letter of support from both the Poplar Grove Community Council and the Glendale Community Council. No other formal public comments have been received as of the publication of this staff report.

The adjacent property owner on the north east corner of the block occupied by the Summum Pyramid, came into the city planning office expressing concerns with setbacks of a new development in relation to their property as well as potential residential uses on the site that could be developed under the proposed R-MU zoning designation. Staff informed the adjacent property owner to send an email to staff outlining these concerns and to submit any comments or questions they had so they could be addressed. No comments or questions were ever submitted to planning staff from this adjacent property owner.

The proposed R-MU zoning district has greater setback restrictions in relation to the adjacent property than what could be developed under the existing M-1 zoning designation. Under the proposed zoning R-MU zoning district, the interior side yard setback is the same as the interior side yard setback of the existing M-1 zone (no setback required), and the proposed R-MU zone does have a rear yard setback requirement of 25% of the lot depth up to 30 FT, compared to the existing M-1 zone which does not have a rear yard setback requirement.

All written public comments received to date are attached on the following pages of this attachment.



February 19, 2020

ATTN Amy Thompson
Salt Lake City Planning Division
451 S State St Rm 406
PO Box 145480
Salt Lake City UT 84114-5480

RE: 706-740 West 900 South Rezone Application

Dear Amy Thompson,

The Poplar Grove Community Council (PGCC) enthusiastically supports the request by West End LLC, the owner of the property, to rezone ten parcels and a portion of a city owned public alley from M-1 (Light Manufacturing) to R-MU (Residential Mixed Use). We believe that this rezone will jump start and facilitate deliberate and proper redevelopment and investment in our neighborhood. West End LLC has been a great partner to work. They have done a fantastic job of informing and presenting their plans to the community throughout the entire process of making this redevelopment a reality. Consider this letter of support a ringing endorsement from the community about the proposed rezone!

Respectfully,

Erik Lopez, Chair
Poplar Grove Community Council



Board of Directors

Turner C Bitton
Chair

Ashley King
First Vice Chair

Latu Patetefa
Second Vice Chair

Jeremy King
Treasurer

Dane Hess
Past Chair

Ryan Curtis
At-Large Member

February 16, 2020

Salt Lake City Planning Division
451 S State St
Rm 406
PO Box 145480
Salt Lake City UT 84114-5480

To Whom It May Concern:

It is my pleasure to submit this letter on behalf of the Glendale Community Council. After our extensive review, we would like to express our enthusiastic support for the rezoning of the parcels located at 706-740 W. 900 S. from M-1 (Light Manufacturing) to R-MU (Residential Mixed Use). With the current shortage of housing in Salt Lake City, more is always welcome. Above that, though, the prospect of commercial development is very exciting to us. Here on the west side, residents often have to travel outside the neighborhood for basic things like shopping and dining; projects like this are sorely needed.

The proposed development is exactly the kind of thing that Glendale's residents have repeatedly expressed interest in for the past several years. It will act as an anchor to bring much-anticipated commercial development to the east side of the neighborhood and tie the neighborhood together in a more cohesive manner. Adding more amenities to our community is a step in the right direction and we look forward to seeing this development move forward in the process.

Thank you for the opportunity to weigh in on the development. We greatly appreciate the opportunity to engage in discussions affecting our neighborhood.

Thank you,

Turner C. Bitton
Chair, Glendale Community Council

Glendale Community Council
1375 S. Concord Street
Salt Lake City, UT 84104

ATTACHMENT H: City Department Review Comments

Transportation

Transportation doesn't have any issues with the rezone. The parking provided with any development must meet the requirements of 21A.44.

Engineering

No objections to the proposed rezone.

Public Utilities

No objections to the propose zone change. The water system in the area is undersized and any new development of commercial buildings may require utility upgrades at the owner's expense. There is also a sewer main running through the property that will need to be abandoned, relocated or may limit available building areas.

Fire

Building Services finds no Fire Code related issues associated with this rezone. A thorough fire review will be done with any future proposed development plan on the site.

Building Services (Zoning)

Building Services finds no Building Code related issues associated with this rezone.

SLC Real Property Management

Salt Lake City property management authorizes the applicant to move forward with the small portion of the city owned alley included in the rezone request. Please include a condition that the rezone is subject to the petitioner entering into a Purchase Agreement with the City to acquire the vacated alley if the vacation is approved by the City Council.