



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Andy Hulka, Principal Planner, andy.hulka@slcgov.com, 801-535-6608
Date: October 25, 2023
Re: PLNPCM2023-00223 – Zoning Map Amendment
PLNPCM2023-00401 – General Plan Amendment

Zoning Map & General Plan Amendments

PROPERTY ADDRESSES: 775 E. 400 S. (Parcel ID: 16-05-303-028)
370 S. 800 E. (Parcel ID: 16-05-303-034)
354 S. 800 E. (Parcel ID: 16-05-303-017)

NEIGHBORHOOD PLAN: [Central Community](#)

CURRENT ZONING: TSA-UN-T & RMF-35
PROPOSED ZONING: TSA-UN-C

CURRENT LAND USE: Medium Density T.O.D. & Medium Density Residential
PROPOSED LAND USE: High Density T.O.D.

REQUEST:

Sean Thompson, representing the property owner, Hardage Hospitality, is requesting approval from the City to amend the zoning map and the general plan future land use map designations of the following properties: 775 E. 400 S., 370 S. 800 E., and 354 S. 800 E.

- 1. Zoning Map Amendment (Rezone):** The applicant is requesting to rezone the subject properties from TSA-UN-T (Transit Station Area Urban Neighborhood Transition Area) and RMF-35 (Moderate Density Multi-Family Residential) to TSA-UN-C (Transit Station Area Urban Neighborhood Core Area).
- 2. General Plan Amendment:** In order to keep the proposed rezone consistent with the Central Community Master Plan, the applicant is also requesting to amend the future land use designation for the subject properties from Medium Density Transit Oriented Development and Medium Density Residential to High Density Transit Oriented Development.

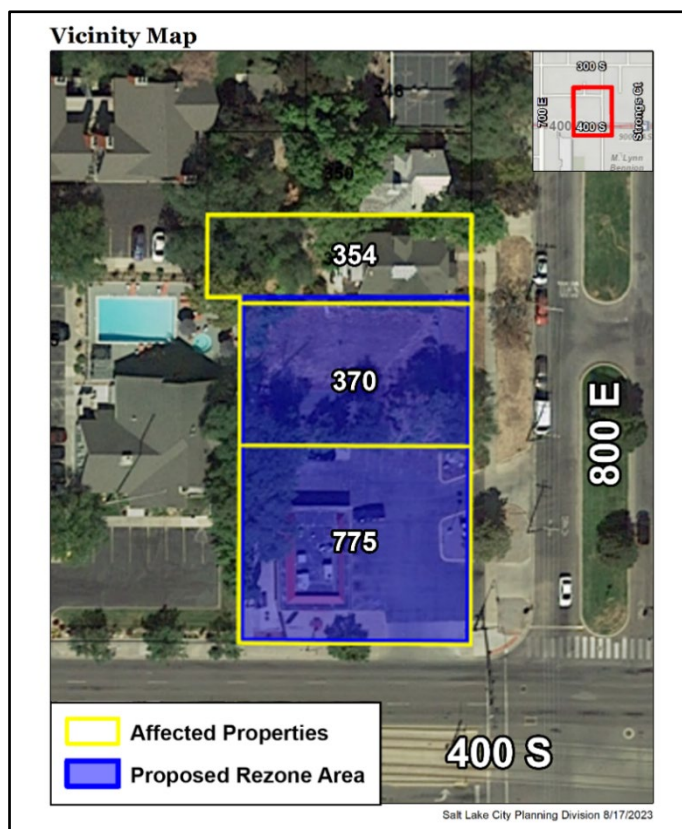
RECOMMENDATION:

Based on the information and findings in this report, staff recommends that the Planning Commission forward a positive recommendation to the City Council for the proposed Zoning and General Plan Map Amendments.

ATTACHMENTS:

- A. [ATTACHMENT A: Vicinity Map](#)
- B. [ATTACHMENT B: Application Materials](#)
- C. [ATTACHMENT C: Property and Vicinity Photos](#)
- D. [ATTACHMENT D: Zoning District Comparison](#)
- E. [ATTACHMENT E: Analysis of Standards](#)
- F. [ATTACHMENT F: Public Process & Comments](#)
- G. [ATTACHMENT G: Department Review Comments](#)

PROJECT DESCRIPTION



This is a zoning map and general plan amendment request that will affect three properties on the northwest corner of the 800 East & 400 South intersection. The intent of this request is to change the zoning to allow for higher density residential development on the corner of the intersection.

The applicant is proposing to rezone the area marked in blue on the Vicinity Map from TSA-UN-T (Transit Station Area Urban Neighborhood Transition Area) and RMF-35 to TSA-UN-C (Transit Station Area Urban Neighborhood Core Area). Only a portion of the northernmost parcel is included in the rezone request, with the remaining area maintaining its RMF-35 zone. A general plan amendment is required to keep the Central Community Master Plan's future land use map consistent with the proposed rezone.

The owner of the subject properties, Hardage Hospitality (SLC 400 S LLC), owns all five parcels on the west side of 800 East between Linden Avenue and 400 South. Only three of those properties are included in the rezone request. A development application has yet to be submitted for the proposed development, but the applicant submitted preliminary drawings (included in [Attachment B](#)) that show their intention to replace the existing commercial and residential structures currently situated on the subject properties.



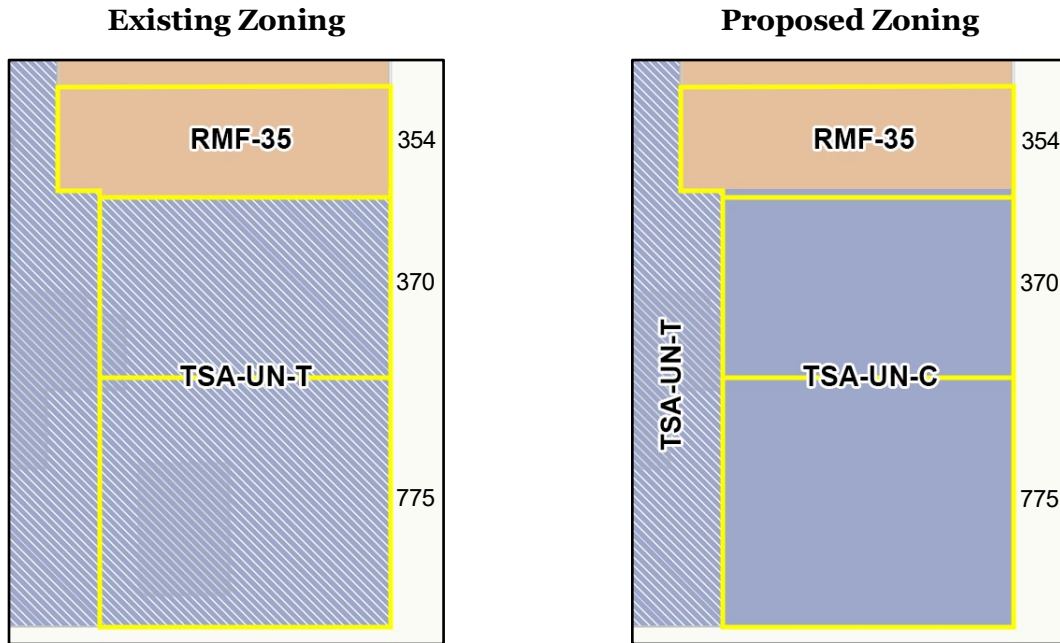
775 E. 400 S. (Looking west from the corner of 800 E. & 400 S.)



*Preliminary Rendering of Potential Future Development
(Future development will require separate approvals)*

Zoning

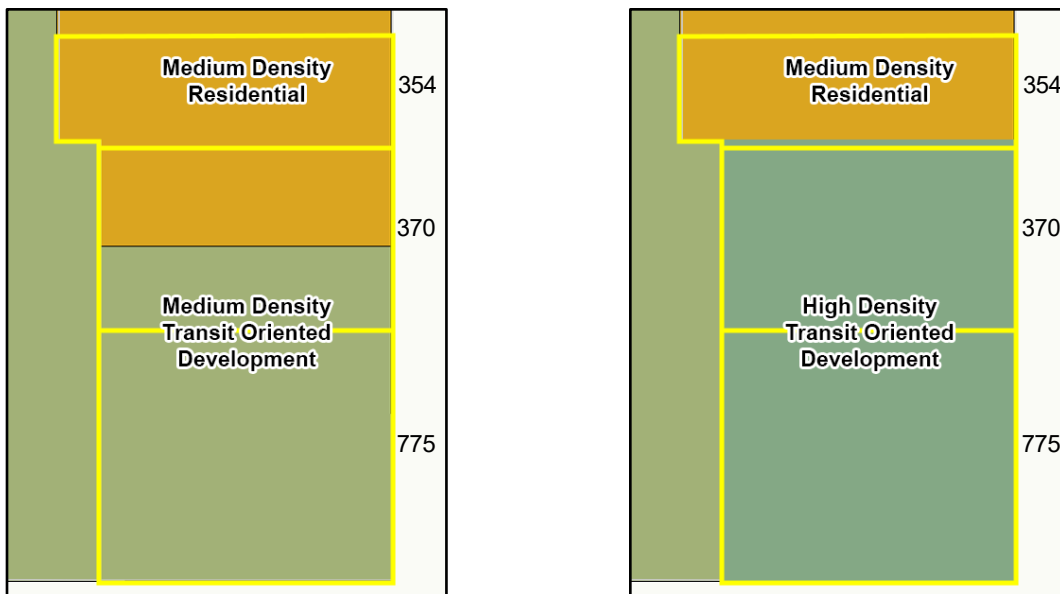
The area of the proposed amendment covers the entirety of the two southern properties (775 E. 400 S. and 370 S. 800 E.) and the southern 3' portion of 354 S. 800 E. The 3' section was included in the request to square-off the zoning district boundary with the existing jog in the property lines, as illustrated below:



Future Land Use

Central Community Master Plan future land use map designates the subject properties as “Medium Density Transit Oriented Development (10-50 dwelling units/acre)” and “Medium Density Residential (15-30 dwelling units/acre).” The request would amend the future land use map to “High Density Transit Oriented Development (50 or more dwelling units/acre)” for the proposed rezone area:

Existing Future Land Use Designation Proposed Future Land Use Designation



Existing Conditions

775 E. 400 S.

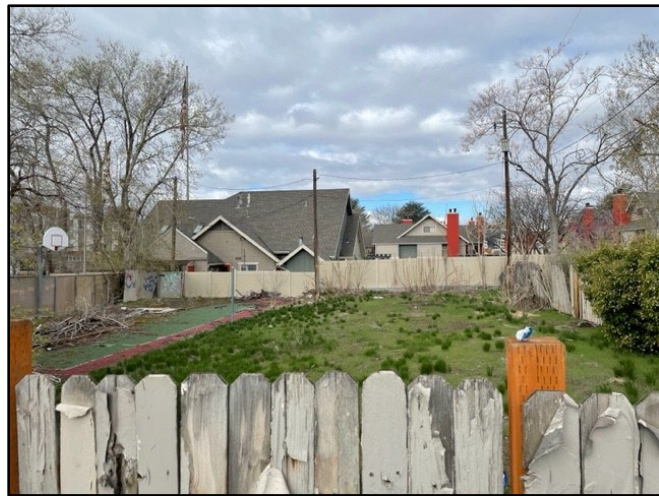
- Parcel: [16-05-303-028-0000](#)
- 0.26 acres (11,325 sq. ft.)
- Vacant commercial (former Pizza Hut)
- Year built: 1978



(Looking west from 800 E.)

370 S. 800 E.

- Parcel: [16-05-303-034-0000](#)
- 0.19 acres (8,276 sq. ft.)
- Vacant/sport court



(Looking west over fence)

354 S. 800 E.

- Parcel: [16-05-303-017-0000](#)
- 0.13 acres (5,663 sq. ft.)
- Residential Duplex
- Year built: 1921



(Looking west from 800 E.)

APPROVAL PROCESS AND COMMISSION AUTHORITY

The Planning Commission can provide a positive or negative recommendation for the proposed master plan and zoning map amendments. The recommendation will be sent to the City Council, who will hold a briefing and an additional public hearing on the proposed amendments. The City Council may approve, deny, or make modifications to the proposed amendment requests as they see fit and are not limited by any one standard.

KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of the project:

1. TSA-UN-T vs. TSA-UN-C Zoning District Comparison
2. Compliance with City Goals, Policies, and General Plans
3. Zoning Compatibility with Adjacent Properties
4. Community Input

Consideration 1: TSA-UN-T vs. TSA-UN-C Zoning District Comparison

Changing the zoning district from Transition to Core would constitute a change from an area with moderate development intensity potential to an area that allows more intense development. The zoning district standards primarily affected by the proposed change are the allowed uses, building height, and parking.

Permitted and Conditional Uses

Both zones allow a broad range of uses intended to promote mixed use redevelopment of the corridor. No issues related to the changes were identified by staff or the public during the initial application review. A full list of all changes to the permitted and conditional uses is provided in [Attachment D](#).

Building Height

If the rezone is approved, buildings would be allowed to be taller on the properties, as shown in the table below. Projects that receive a qualifying development score are eligible for an increase in height of one story of habitable space.

	TSA-UN-T	TSA-UN-C
Minimum Height	0'	25'
Maximum Height	50'	75'

The 25' increase in maximum height from the Transition Area to the Core Area is the most significant difference to consider with this request. Under the current zoning, the subject properties are likely to be developed in a "4-over-1" style (four stories over a concrete podium), while a rezone to the Core Area could allow up to two additional stories for a possible "6-over-1." The increased maximum height is appropriate due to the subject properties' location on a prominent street corner near transit and away from small scale zoning districts. Further discussion of the proposed maximum height and its impact to the neighborhood is included in [Consideration 3](#).

Parking

The recently adopted Off Street Parking ordinance establishes minimum and maximum parking requirements for land uses based on their “context area.” The TSA Transition Areas are classified as “Urban Center Context”, which requires low parking counts, and the TSA Core Areas are classified as “Transit Context.” Transit Context areas have the lowest parking demand and may be exempt from minimum parking requirements or be required to provide minimal off-street parking for both residential and commercial uses. Because of the subject properties’ proximity to multiple transit stations, the “Transit Context” parking standards are appropriate.

Consideration 2: Compliance with City Goals, Policies, and General Plans

Plan Salt Lake

Many of [Plan Salt Lake](#)’s guiding principles provide direction relevant to this request. The request complies with all applicable goals and policies for neighborhoods, growth, housing, transportation & mobility, and air quality.

Neighborhoods:

- *“Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the wellbeing of the community therein.”*

The purpose of the TSA Core Area is to “enhance the area closest to a transit station as a lively, people oriented place.” The requested map amendments are intended to encourage redevelopment of a vacant commercial property, which is consistent with the vision for a vibrant urban neighborhood.

Growth:

- *“Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.”*
- *“Encourage a mix of land uses.”*
- *“Promote infill and redevelopment of underutilized land.”*
- *“Accommodate and promote an increase in the City’s population.”*

Because the petition is intended to encourage mixed-use redevelopment on a transit corridor, the applicant’s request is consistent with the City’s growth initiatives. Further discussion of the infrastructure serving the site is included under [Consideration 3](#).

Housing:

- *“Direct new growth toward areas with existing infrastructure and services that have the potential to be people-oriented.”*
- *“Promote high density residential in areas served by transit.”*

400 South is a significant east-west transportation corridor with infrastructure to support new growth. The requested map amendments are intended to allow greater development potential on the subject properties, which is consistent with these housing initiatives.

Transportation & Mobility:

- *“Reduce automobile dependency and single occupancy vehicle trips.”*
- *“Encourage transit-oriented development (TOD).”*

The subject properties are located less than a quarter mile from the 900 East TRAX Station. Because development near transit enables future residents to choose transit over driving for many trips, this request is consistent with the City’s transportation vision.

Air Quality:

- *“Increase mode-share for public transit, cycling, walking, and carpooling.”*

Zoning districts that encourage transit-oriented development are intended to make transit, cycling, walking more realistic travel options for future residents. The purpose of the proposed zoning district is consistent with the applicable Air Quality initiative.

Central Community Master Plan

The applicable community master plan for the area is the [Central Community Master Plan](#). The subject properties are in the East Central North neighborhood planning area and part of the Bryant neighborhood, which is located between 700 and 1000 East from South Temple to 400 South. Issues identified within the East Central North neighborhood include:

- *“Ensure that transit-oriented development and other development patterns are consistent with historic preservation goals.”*
- *“Ensure that commercial development is compatible with any adjacent residential land uses.”*
- *“Ensure new multi-family development is carefully sited, well designed, and compatible in scale.”*

The subject properties are not located within the boundaries of a local historic district. While the properties are in a national historic district, the existing buildings are noncontributing structures. No change to the historic preservation status of the properties is proposed with this petition. Future development will be compatible in scale with other TSA zone developments along 400 South and subject to the TSA standards and Development Guidelines review. Because of these factors, along with the compatibility analysis in [Consideration 3](#), the request adequately addresses the issues raised in the community plan.

The plan also gives specific direction related to Transit Oriented Development:

- *“Transit Oriented Development can target specific properties, such as those along the 400 South corridor, for redevelopment that do not affect the historic character of the neighborhood. New development should occur on vacant or noncontributing sites and should be compatible with the historic district. The goal is to allow higher density structures where commercial zoning exists to meet the desired population density in TOD area while eliminating demolition pressures on contributing historic structures.”*

This petition targets properties along the 400 South corridor that do not include contributing historic structures. The subject parcels include two currently vacant and commercially zoned properties. This request is consistent with the vision to allow higher densities in areas that were previously commercially zoned.

400 South Livable Communities Project (Transit Oriented Development)

The [400 South Livable Communities Project](#) introduced a transit oriented development concept to the corridor that was intended to encourage mixed-use development near transit stations. The plan's direction regarding Core Areas is:

- Core Areas should be located “*generally within a one-fourth (1/4) mile walk of a transit station platform.*”

Because the subject properties are less than a quarter mile from the 900 East TRAX Station, the rezone request is consistent with the plan's strategy for Core Areas.

Regarding density, the plan states that:

- “*The highest residential densities and most intense land uses are generally located closest to the station platform along 400 South between 700 East and 900 East, particularly on the south side of 400 South.*”

The plan gives further direction regarding the north side of 400 South:

- “*The north side of 400 South is part of the transition area due to the close proximity of the relatively low scale nature of the residential area to the north and the desire to maintain that character and the impacts that taller buildings on 400 South would have on privacy and solar access.*”

This request would place the north boundary of the new Core Area approximately 125' to the south of Linden Avenue, providing a reasonable buffer distance between the small scale neighborhood and any future construction, allowing continued privacy and solar access for the neighbors to the north. Additional discussion about compatibility and buffer areas is provided in [Consideration 3](#).

Housing SLC

The applicant's narrative focuses heavily on the [Housing SLC](#) goals to support their request. Housing SLC is a new 5-year housing plan adopted by the City Council on June 13, 2023, which provides a framework to guide housing-related decision making throughout the city.

The plan sets a goal of entitling 10,000 new housing units throughout the city, with the following strategies:

- “*Continue increasing density limits in areas next to or near major transit investment corridors, commercial centers, or employment centers and where high density development is compatible with adjacent land uses.*”
- “*Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors.*”

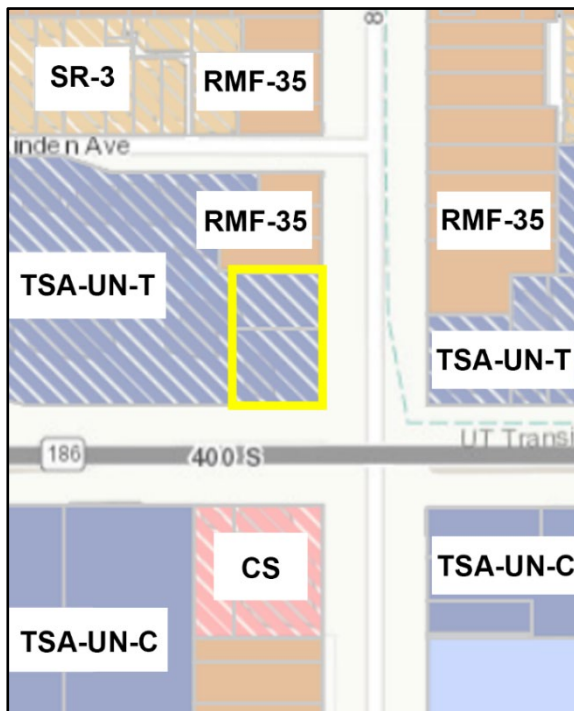
The proposed map amendments are consistent with these strategies because they would allow the potential for more housing units near transit in the future.

Consideration 3: Zoning Compatibility with Adjacent Properties

The subject properties are located in the Bryant neighborhood, which is characterized by a rich collection of architectural styles and a wide variety of land uses, with a strong commercial presence along 400 South. Compatibility with adjacent properties was emphasized repeatedly in the applicable general plans and was the primary concern identified by the Community Council and residents during the early notification period. Based on an analysis of the surrounding neighborhood context and infrastructure capacity, staff finds that the requested map amendments will be compatible with adjacent properties.

Context

The subject properties are surrounded by a mix of residential, commercial, and institutional uses.



*Vicinity Zoning Map
(rezone area in yellow)*

North:

- The properties in the RMF-35 district immediately to the north include a single-family home (350 S. 800 E.) and a legal nonconforming 4-plex (346 S. 800 E.).
- The north side of Linden Avenue consists primarily of single-story residential development in the SR-3 zoning district.

East:

- Across 800 E. is a drive-through restaurant (809 E. 400 S.) in the TSA-UN-T zoning district and single- and multi-family residential units in the RMF-35 zoning district.

South:

- Across 400 S. is a meetinghouse for a church (420 S. 800 E.) in the CS zoning district.

West:

- A multi-family residential development (765 E. 400 S.) is located on the neighboring property to the west in the TSA-UN-T zoning district.

Buffer & Height

An increase to the maximum allowed building height is the most significant difference proposed by this request. The proposed TSA-UN-C district permits buildings up to 75' in height with a possibility to add one additional story for projects with a qualifying development score. The distance between the northern boundary of the proposed rezone and the SR-3 Residential Zoning District on Linden Avenue is approximately 170'. 800 East provides a similarly wide buffer between the subject area and the residences to the east. If approved, the rezone area would be surrounded by RMF-35 and TSA-UN-T zoning districts, both of which create a transition of height and density between small scale residential development already established in the area and new development on 400 South. Because of the considerable distance to Linden Avenue and the single and two-family districts, this rezone request is consistent with the 400 South Livable Communities Project's guidance.

Infrastructure & Water Use

The City's long range plans state that new development should be located in areas with existing infrastructure and amenities. The subject property is approximately halfway between the University of Utah and the City's Central Business District, with two light rail stations within about a quarter mile in either direction. The site is also served by the 900 South bus route a block to the east. Cyclists can use the shared bike lane ("sharrow") markings on 800 East to access the bike lanes on 300 South when travelling east or west. The transportation infrastructure serving the site is adequate to accommodate new development.

Public Utilities staff reviewed the rezone request and did not identify any particular issues with the proposal related to utility infrastructure. Any future proposal to develop the property will be required to provide utilities in compliance with Salt Lake City Department of Public Utilities (SLCDPU) standard practices. The Public Utilities review stated that "a watermain and sewer main upsized is highly likely for this project and its scope and extent will be determined once the water and sewer demands are submitted by the applicant." Although new development in this location may necessitate new utility upgrades, the [2020 Salt Lake City Water Conservation Plan](#) acknowledges that increases in density "may significantly decrease per capita outdoor water use, even if water use patterns do not otherwise change." A rezone to increase density at this location will be consistent with City goals related to responsible water use.

Consideration 4: Community Input

It is worth noting that this request is not the first time redevelopment of the property has been under consideration by the City. Several redevelopment proposals have been considered over the years, with each subsequent iterations redesigned based on feedback from the community.

In 2013, the Hardage Group applied to rezone all five of the parcels between 400 S. and Linden Ave. along 800 E to TSA-UN-T. The plans submitted with the rezone proposed a 6-story, 60-unit apartment complex, which was met with considerable opposition. At the request of the Central City and East Central Community Councils, the applicant withdrew the application to redesign the project.

In 2014, a Planned Development was proposed for the five properties along 800 East between Linden Avenue and 400 South, with no rezone. The proposed design included 47 multi-family residential units, with apartments located within the TSA-UN-T zone and townhomes in the RMF-35 zone. The request to build within the existing zoning districts was also met with opposition from the community. The Planned Development was ultimately approved by the Planning Commission, but no further permit applications were submitted.

Since that time, the 400 South corridor has seen additional high-density and mixed-use projects developed, including several within a block of the subject properties. Additional TSA-UN-C projects have also been recently proposed further to the east. The project has been redesigned to reflect these development trends along the corridor.

The East Central Community Council remains opposed to development on this site and has submitted a letter detailing their concerns. The applicant has met with the Community Council in an effort to include some of their requests in the future design. Notably, the applicant has indicated a willingness to preserve the 4-plex on the corner of Linden & 800 East and rezone only the southeast corner of the block to provide a buffer from the existing residential neighborhood to the north.

STAFF RECOMMENDATION

Based on the information and findings in this report, staff recommends that the Planning Commission forward a positive recommendation to the City Council for the proposed Zoning and General Plan Map Amendments.

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, which will hold a briefing and additional public hearing on the proposed zoning and future land use map changes. Then, the City Council may modify the proposal and approve or deny the proposed map amendments. If ultimately approved by the City Council, the changes would be incorporated into the official City Zoning and future land use maps. However, if the City Council does not approve the proposed amendments, the properties could still be developed under their current zoning.

ATTACHMENT A: Vicinity Map

Vicinity Map



Salt Lake City Planning Division 8/17/2023

ATTACHMENT B: Application Materials

Purpose for the Amendment



Purpose for the Amendment

THE PURPOSE OF THE REQUESTED CHANGE TO THE ZONING MAP IS TO ALLOW FOR A HIGHER DENSITY DEVELOPMENT ON THE SOUTH PORTION OF THE PROPERTIES OWNED BY HARDAGE HOSPITALITY. SPECIFICALLY, THE REQUEST IS TO CHANGE THE ZONING ON PARCELS 16-05-303-028 AND 16-05-303-034 FROM TSA-UN-T TO TSA-UN-C AND THE SOUTHERN 3' PORTION OF PARCEL 16-05-303-017 FROM RMF-35 TO TSA-UN-C.



FIG. 1 - PORTION OF ZONING MAP

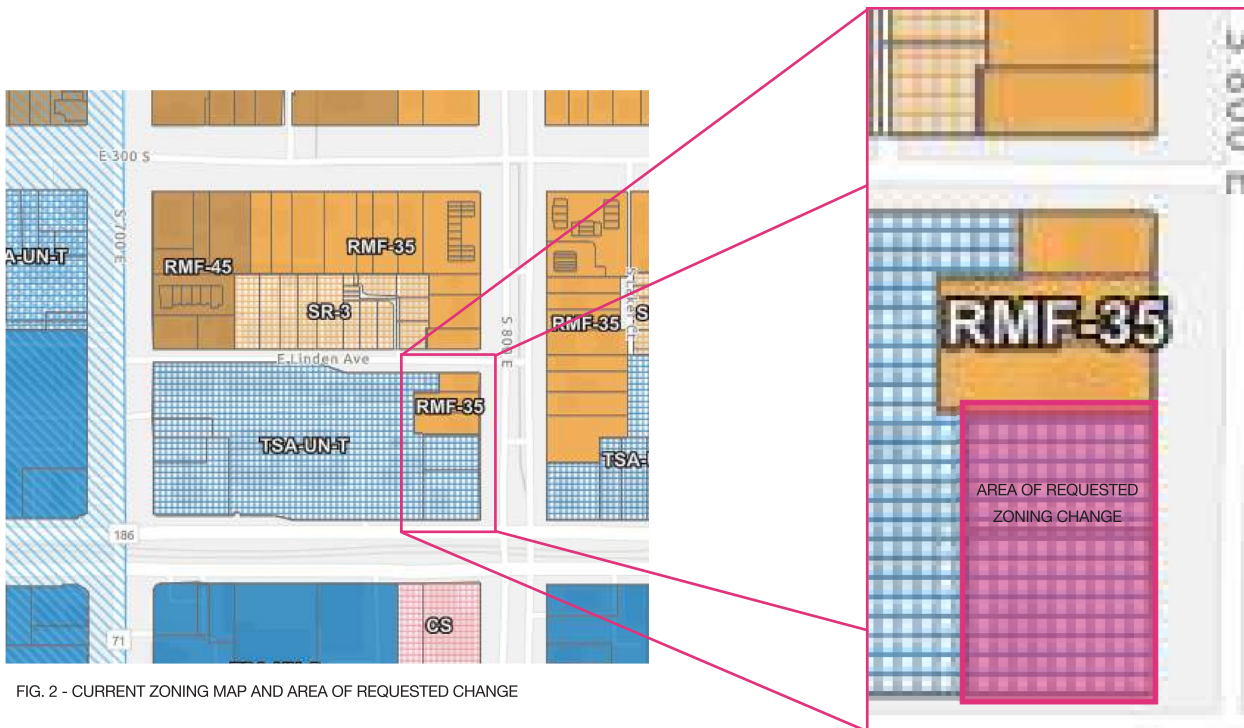


FIG. 2 - CURRENT ZONING MAP AND AREA OF REQUESTED CHANGE



Rationale for amending the General Plan



Rationale for amending the General Plan

IT IS WELL KNOWN AND DOCUMENTED THAT SALT LAKE CITY IS EXPERIENCING A SIGNIFICANT HOUSING SHORTAGE. IN THE HOUSING PLAN GROWING SLC: A FIVE YEAR HOUSING PLAN 2018-2022, THIS FACT IS ACKNOWLEDGED ALMOST IMMEDIATELY IN THE COVER LETTER FROM THEN MAYOR BISKUPSKI AND REPEATED THROUGHOUT THE DOCUMENT.

1. EXECUTIVE SUMMARY

University, the home is the bedrock upon which every person builds the foundation of their lives. The home is fundamental to establishing roots in a community and achieving a basic sense of safety, security, and stability for that life within its walls. It is when these basic needs are met that people have the ability to take a risk and improve their situation, to contribute socially, culturally, and economically, and build a better community.

In recognition of the role that housing plays in the success of the individual and the community, this plan is intended to establish that **Salt Lake City is a place for a growing diverse population to find housing opportunities that are safe, secure, and enrich lives and communities.** This plan outlines the housing solutions through which Salt Lake City will advance this vision. The plan imagines a city where all residents, current and prospective, regardless of their economic status or physical ability, can find a place to call home. To achieve this goal, the City's housing policy must address issues of affordability at the root, creating long-term solutions for increasing the housing supply, expanding opportunities throughout the city, addressing systemic failures in the rental market, and preserving our existing units.

Salt Lake City is growing. From 2010-2014, the city gained 4,400 new residents, doubling the pace of growth that was recorded between 2000 and 2010. We anticipate that the growth will continue, adding an additional 30,000 residents by 2030. Salt Lake City's current population of 190,673 people consists of 78 households. **The average household in Salt Lake City includes 2.45 people with 52 percent of the households being comprised of families.**

Salt Lake City's population includes unique characteristics, notably a high proportion of millennials and minority groups and a low proportion of seniors. Post-college graduates (ages 25-34) account for 21 percent of the population.

The housing crisis also impacts middle-income households. The historically low vacancy rate of 2 percent in Salt Lake City in 2017 has driven prices up in every neighborhood. In many cases, middle-income households are forced to make the decision to locate in neighborhoods that they would not otherwise choose, take on greater amounts of debt, or move to another community. In August 2016, Salt Lake City conducted the Salt Lake Live Work Survey, which included people that commuted into the city for work. Among these commuters, 52 percent indicated that they would consider living in Salt Lake City if housing were more affordable. Salt Lake City's population grows by 60 percent every day from in-commuters, which creates significant stress on our transportation network and the environment. Providing more affordable options could greatly reduce these impacts, which are shared by all residents.

Exacerbating the housing crisis are local barriers to housing development. These barriers, such as density limitations, prohibitions on different types of housing, and other development regulations, have contributed in part to a general supply deficit and economic segregation. Many of these regulations were created at a time of population contraction. For example, much of the east side of the city is zoned for single-family, single-unit development, which significantly reduces the number of residential units that can be built and drive up prices for the limited supply that is available. While the current building boom is in part supported by improvements in land use regulations that were made throughout the last decade, the expanded application of these improvements, as well as further modernization, is required to reduce local barriers and create more housing opportunities throughout the city for low and moderate income households. The removal of these barriers will not solve the housing crisis on its own. Without well-crafted policies and additional incentives, creating greater flexibility could result in the displacement of affordable housing. However, if done correctly, the removal of local barriers is fundamental to opening up neighborhoods with quality infrastructure, as well as strong educational, social, economic, and culture networks.

Income households that are less than 30% of all households' gross monthly income.

A single person household in Salt Lake City makes Annual Income (AMI) of \$1,080, the AMI for a family of four is \$73,000.

Affordable housing for a single person in Salt Lake City currently costing \$2,700 AMI or \$41,000 could be a rental unit of approximately \$600 per month, or a home priced around \$175,000 (est. mortgage \$824/mo + taxes and insurance).

Affordable housing for a Salt Lake City family of four earning 80% AMI, or \$89,040, would be a rental costing about \$1,475/month or a home priced around \$265,000 (est. mortgage \$1,193/month + taxes and insurance).

Sources: Salt Lake County Community Rejuvenation/Development (CRD) Area Median Income.

Growing Salt Lake 2018-2022

AMONG THE MANY PROPOSED SOLUTIONS TO ADDRESSING THIS CHALLENGE IS THE STRATEGY OF "IMPROVING OR EXPANDING ON ZONES THAT HAVE SUPPORTED RECENT HOUSING DEVELOPMENT, INCLUDING THE TRANSIT STATION AREA (TSA),". THIS IS THE EXACT STRATEGY THAT THIS AMENDMENT REQUEST IS PURSUING.

Expanding this system of zoning with a focus on new residential and commercial development along transportation corridors will allow the private market to fill the housing demand where the city needs it most. To ensure that the maximum

GOAL 1: INCREASE HOUSING OPTIONS

GOAL 2: AFFORDABLE HOUSING

GOAL 3: EQUITY & FAIR HOUSING

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

Plan Salt Lake's Existing Conditions report shows that the City has not had a significant update to its zoning code since the mid-1990s. Land use decisions of the 1990s came about as a reaction to the gradual population decline that occurred over the preceding three decades. Conversely, the city's population has grown by 20 percent in the last two decades, (the fastest rate of growth in nearly a century) presenting a need for a fundamentally different approach. Household type and makeup has also significantly changed to reflect smaller household sizes in the city.

Increasing flexibility around dimensional requirements and code definitions will reduce barriers to housing construction that are unnecessary for achieving city goals, such as neighborhood preservation. A concentrated zoning and land use review is warranted to address these critical issues and to refine code so that it focuses on form and scale of development rather than intended use.

1.1.1 Develop flexible zoning tools and regulations, with a focus along significant transportation routes.

In order to respond to the demographic shift described above, modernizing zoning is key not only to catching up with the demand, but creating housing that responds to every stage of life whether just starting out or downsizing later in life. Immediate strategies that will be pursued for greatest impact include improving or expanding on zones that have supported recent housing development, including the Transit Station Area (TSA), Residential Mixed-Use (R-MU), Sugar House Business District (CSHBD), Gateway Mixed-Use (GMU), Central Business District



Rationale cont'd

Just as GROWING SLC LOOKED TO THE POTENTIAL FOR HIGHER DENSITY AS ONE STRATEGY TO ADDRESS THE HOUSING STOCK SHORTFALL, THE SUCCESSOR DOCUMENT, HOUSING SLC LOOKS TO CONTINUE THE POLICY. INDEED, GOAL 1 OF THE DOCUMENT IS TO DEVELOP 10,000 NEW HOUSING UNITS. THOUGH THERE IS A STATED GOAL OF A MINIMUM OF 2,000 DEEPLY AFFORDABLE AND ANOTHER MINIMUM OF 2,000 UNITS OF AFFORDABLE HOUSING, THERE STILL REMAINS A NEED FOR UP TO 6,000 UNITS OF ADDITIONAL HOUSING TO MEET THE TARGET.

Goals

From these key findings, the City developed three goals, each of which is supported by a series of action items, and which, as accomplished, will help alleviate the current crisis in housing affordability.

GOAL 1

Make progress toward closing the housing gap of 5,500 units of deeply affordable housing and increase the supply of housing at all levels of affordability.

Metrics:

- A. Entitle 10,000 new housing units throughout the city.
 - 1. Minimum 2,000 units deeply affordable (30%AMI or below)
 - 2. Minimum 2,000 units affordable (31%-80%AMI)

BUILDING UPON THE STRATEGIES AND GOALS OUT LINED PREVIOUSLY, HOUSING SLC TAKES A MORE GRANULAR APPROACH TO DEVELOPING STRATEGIES AND RESPONSES. THIS IS PART SPURRED BY THE PASSAGE OF HB 364 - HOUSING AFFORDABILITY AMENDMENTS PASS BY THE 2023 UTAH LEGISLATURE. THIS BILL REQUIRED THE CITY (AND OTHERS WITH FIXED GUIDEWAY PUBLIC TRANSIT STATIONS) TO SELECT STRATEGIES TO INCORPORATE TO BE ELIGIBLE FOR STATE FUNDING. AS NOTED IN THE PLAN, *“THE CITY IS REQUIRED TO SELECT AT LEAST FIVE OF THE STRATEGIES BELOW, INCLUDING STRATEGY V AND AT LEAST ONE OF THE G, H, OR Q. TO BE ELIGIBLE FOR PRIORITY CONSIDERATION FOR STATE FUNDING, THE CITY MUST SELECT AT LEAST SIX STRATEGIES.”*

Moderate Income Housing Strategies

(The strategies the City has selected for implementation in Housing SLC)

Salt Lake City is required to select at least four of the strategies below, including strategy V and at least one of G, H, or Q		
SELECTED	CATEGORY	HOUSING STRATEGY
	A	Rezone for densities necessary to facilitate the production of moderate income housing;
	B	Demonstrate investment in the rehabilitation or expansion of infrastructure that facilitates the construction of moderate income housing;
Yes	C	Demonstrate investment in the rehabilitation of existing uninhabitable housing stock into moderate income housing;
	D	Identify and utilize general fund subsidies or other sources of revenue to waive construction related fees that are otherwise generally imposed by the municipality for the construction or rehabilitation of moderate income housing;
Yes	E	Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones;
Yes	F	Zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers;
Yes	G	Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors;
Yes	H	Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities;
Yes	I	Amend land use regulations to allow for single room occupancy developments;
Yes	J	Implement zoning incentives for moderate income units in new developments;
Yes	K	Preserve existing and new moderate income housing and subsidized units by utilizing a landlord incentive program, providing for deed restricted units through a grant program, or establishing a housing loss mitigation fund;
Yes	L	Reduce, waive, or eliminate impact fees related to moderate income housing;
Yes	M	Demonstrate creation of, or participation in, a community land trust program moderate income housing;
	N	Implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality;

Salt Lake City is required to select at least four of the strategies below, including strategy V and at least one of G, H, or Q		
SELECTED	CATEGORY	HOUSING STRATEGY
Yes	O	Apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate income housing, an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity, an entity that applies for affordable housing programs administered by the Department of Workforce Services, an entity that applies for affordable housing programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act, an entity that applies for services provided by a public housing authority to preserve and create moderate income housing, or any other entity that applies for programs or services that promote the construction or preservation of moderate income housing;
Yes	P	Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing
Yes	Q	Create a housing and transit reinvestment zone pursuant to Title 63N, Chapter 3, Part 6, Housing and Transit Reinvestment Zone Act;
	R	Eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530;
Yes	S	Create a program to transfer development rights for moderate income housing;
	T	Ratify a joint acquisition agreement with another local political subdivision for the purpose of combining resources to acquire property for moderate income housing;
Yes	U	Develop a moderate income housing project for residents who are disabled or 55 years old or older;
Yes	V	Develop and adopt a station area plan in accordance with Section 10-9a-403.1;
Yes	W	Create or allow for, and reduce regulations related to, multifamily residential dwellings compatible in scale and form with detached single-family residential dwellings and located in walkable communities within residential or mixed-use zones; and
Yes	X	Demonstrate implementation of any other program or strategy to address the housing needs of residents of the municipality who earn less than 80% of the area median income, including the dedication of a local funding source to moderate income housing or the adoption of a land use ordinance that requires 10% or more of new residential development in a residential zone be dedicated to moderate income housing.



Rationale cont'd

THE ADOPTED STRATEGIES THIS PROJECT IS LOOKING TO EMPLOY ARE F AND G SPECIFICALLY. UTAH CODE 10-9A-403 STATES:

(F)zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers;

(G)amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors;

AS SEEN IN THE CURRENT ZONING MAP THE PARCELS IN QUESTION ARE ADJACENT TO THE 400 SOUTH TRAX LINE AND HALF A BLOCK FROM THE 900 EAST TRAX STATION.



A FURTHER REVIEW OF THE EXISTING PARCELS SHOW THAT NUMEROUS ALREADY BEAR THE UN-C DESIGNATION. AS SEEN IN THE ZONING MAP (TAKEN FROM THE SLC WEBSITE) PARCELS NORTH AND SOUTH OF 400 SOUTH WEST OF 700 EAST ALL BEAR THE C DESIGNATION. THE BLOCK BORDERED BY 600 AND 700 EAST THE MAP SHOWS TSA-UN-C ZONING IMMEDIATELY ADJACENT TO TSA-UN-T AND RMF-35 ZONING. EAST OF 700 EAST THE UN-C ZONING REMAINS IN EFFECT ALONG THE SOUTH SIDE OF 400 SOUTH WHILE THE NORTH SIDE TRANSITIONS TO TSA-UN-T. THIS ZONING IS COMPATIBLE WITH THE EAST CENTRAL NORTH NEIGHBORHOOD PLAN AS DOCUMENTED IN THE CURRENT CENTRAL COMMUNITY MASTER PLAN HOWEVER, THERE ARE ADDITIONAL ASPECTS OF THAT PLAN WE BELIEVE THIS PROJECT ADDRESSES..



Central Community Master Plan

THE PARCELS INVOLVED IN THIS GENERAL PLAN AMENDMENT FALL UNDER THE POLICY GUIDELINES OF THE CENTRAL COMMUNITY MASTER PLAN. THIS DOCUMENT, ADOPTED IN NOVEMBER, 2005 WAS AN UPDATE/SUCCESSOR TO THE EAST CENTRAL NEIGHBORHOOD PLAN AND ASSOCIATED EAST CENTRAL NEIGHBORHOOD PLAN ADDENDUM ADOPTED IN 1984 AND 1990 RESPECTIVELY. IN TURN, THE CENTRAL COMMUNITY MASTER PLAN WAS AMENDED THROUGH THE 400 SOUTH LIVABLE COMMUNITIES PROJECT (TRANSIT ORIENTED DEVELOPMENT) ADOPTED OCTOBER 5, 2012. THE MASTER PLAN COVERS A NUMBER OF TOPICS INCLUDING LAND USE, ACCESS/MOBILITY, HISTORIC PRESERVATION, URBAN DESIGN, ENVIRONMENT, AND PUBLIC UTILITIES/FACILITIES. INCLUDED IN THE GOALS OF THE DOCUMENT, SHOWN BELOW, ARE TO PREVENT INAPPROPRIATE GROWTH IN SPECIFIC PARTS OF THE COMMUNITY AND TO PROVIDE OPPORTUNITIES FOR SMARTER AND MORE CREATIVE DEVELOPMENT PRACTICES TO BETTER SERVE THE COMMUNITY AMONG OTHERS.

Goals of this master plan

Implementation of the goals, objectives and policies contained in this master plan can accomplish the following:

1. Protect and improve the quality of life for everyone living in the community, regardless of age or ability.
2. Improve and support community involvement, public participation, and neighborhood activism in the Central Community.
3. Provide a basis for funding specific programs that assist housing, capital improvement programs, and public services.
4. Provide opportunities for smarter and more creative development practices to better serve the community.
5. Prevent inappropriate growth in specific parts of the community.
6. Encourage specific types of growth in designated parts of the community.
7. Establish financial incentives to support alternative modes of mobility.
8. Preserve historic structures and residential neighborhoods.
9. Establish recommendations for better coordination and administrative review of construction projects and city applications.

GOALS FROM CENTRAL COMMUNITY MASTER PLAN

Residential Land-use policies

BEGINNING ON PAGE 9 OF THE MASTER PLAN A LIST OF THE RESIDENTIAL LAND USE POLICIES ARE ORGANIZED INTO FOUR MAIN CATEGORIES: OVERALL LAND USE POLICY, POLICIES FOR EXISTING HOUSING, POLICIES FOR NEW CONSTRUCTION, AND POLICIES FOR RESIDENTIAL MIXED USE.

OVERALL LAND USE

POLICY RLU 1.0 BASED ON THE FUTURE LAND USE MAP, USE RESIDENTIAL ZONING TO ESTABLISH AND MAINTAIN A VARIETY OF HOUSING OPPORTUNITIES THAT MEET SOCIAL NEEDS AND INCOME LEVELS OF A DIVERSE POPULATION.

- RLU-1.1** PRESERVE LOW-DENSITY RESIDENTIAL AREAS AND KEEP THEM FROM BEING REPLACED BY HIGHER DENSITY RESIDENTIAL AND COMMERCIAL USES.
- RLU-1.2** PROVIDE OPPORTUNITIES FOR MEDIUM-DENSITY HOUSING IN AREAS BETWEEN THE CENTRAL BUSINESS DISTRICT AND LOWER-DENSITY NEIGHBORHOODS AND IN AREAS WHERE SMALL MULTI-FAMILY DWELLINGS ARE COMPATIBLE.
- RLU-1.3** RESTRICT HIGH-DENSITY RESIDENTIAL GROWTH TO DOWNTOWN, EAST DOWNTOWN, TRANSIT ORIENTED DISTRICTS, AND GATEWAY.
- RLU-1.4** PRESERVE THE CHARACTER OF THE INNER-BLOCK COURTS.
- RLU-1.5** USE RESIDENTIAL MIXED USE ZONES TO PROVIDE RESIDENTIAL LAND USES WITH SUPPORTIVE RETAIL, SERVICE, COMMERCIAL, AND SMALL-SCALE OFFICES AND MONITOR THE MIX OF USES TO PRESERVE THE RESIDENTIAL COMPONENT.
- RLU-1.6** ENCOURAGE COORDINATION BETWEEN THE FUTURE LAND USE MAP, ZONING ORDINANCES, AND THE SALT LAKE CITY COMMUNITY HOUSING PLAN.
- RLU-1.7** ENSURE THAT FUTURE AMENDMENTS TO THE ZONING MAP OR TEXT OF THE ZONING ORDINANCE DO NOT RESULT IN A SIGNIFICANT AMOUNT OF NON-CONFORMING LAND USES.

EXISTING HOUSING POLICY - PRESERVATION

POLICY RLU- 2.0 PRESERVE AND PROTECT EXISTING SINGLE- AND MULTI-FAMILY RESIDENTIAL DWELLINGS WITHIN THE CENTRAL COMMUNITY THROUGH CODES, REGULATIONS, AND DESIGN REVIEW.

- RLU-2.1** PRESERVE HOUSING STOCK THROUGH INCENTIVES AND CODE ENFORCEMENT BY IMPLEMENTING THE SALT LAKE CITY COMMUNITY HOUSING PLAN.
- RLU-2.2** CONSIDER OPPORTUNITIES FOR THE CITY TO PURCHASE RESIDENTIAL PROPERTIES AND MARKET THEM THROUGH CITY HOUSING PROGRAMS.
- RLU-2.3** PROVIDE IMPROVEMENT PROGRAMS FOR REDEVELOPMENT AND REHABILITATION OF RESIDENTIAL STRUCTURES AND NEIGHBORHOODS.
- RLU-2.4** ASSIST HOMEBUYERS BY MARKETING AVAILABLE GOVERNMENT FUNDING PROGRAMS AND RESIDENTIAL REHABILITATION PROGRAMS, SUCH AS TAX BENEFITS FOR OWNERS OF STRUCTURES IN NATIONAL REGISTER HISTORIC DISTRICTS.



Central Community Master Plan cont'd

- RLU-2.5** PROMOTE REDUCTION OF DETERIORATION OF RESIDENTIAL NEIGHBORHOODS THROUGH CODE ENFORCEMENT PRACTICES.
- RLU-2.6** ENCOURAGE THE USE OF PROGRAMS TO FACILITATE THE REHABILITATION OR REPLACEMENT OF UNSAFE OR BOARDED STRUCTURES.
- RLU-2.7** ENCOURAGE THE ENFORCEMENT OF LANDSCAPING REQUIREMENTS FOR VACANT BUILDINGS AND PROPERTY.

NEW CONSTRUCTION POLICY - VARIETY OF OPTIONS

POLICY RLU-3.0 PROMOTE CONSTRUCTION OF A VARIETY OF HOUSING OPTIONS THAT ARE COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOODS OF THE CENTRAL COMMUNITY.

- RLU-3.1** ENCOURAGE RESIDENTIAL LAND DEVELOPERS TO BUILD HOUSING THAT PROVIDES RESIDENTIAL OPPORTUNITIES FOR A RANGE OF INCOME LEVELS, AGE GROUPS, AND FAMILY SIZE.
- RLU-3.2** ENCOURAGE A MIX OF AFFORDABLE AND MARKET- RATE HOUSING FOR OWNER OCCUPANCY THROUGHOUT THE CENTRAL COMMUNITY. ENCOURAGE A MIX OF RENTAL PROPERTIES FOR THOSE WHO CANNOT AFFORD OR DO NOT CHOOSE HOME OWNERSHIP.

DESIGN INNOVATION

- RLU-3.3** USE THE PLANNED DEVELOPMENT PROCESS TO ENCOURAGE DESIGN FLEXIBILITY FOR RESIDENTIAL HOUSING WHILE MAINTAINING COMPATIBILITY WITH THE NEIGHBORHOOD.
- RLU-3.4** ENCOURAGE HIGH PERFORMANCE, ENERGY-EFFICIENT RESIDENTIAL DEVELOPMENT.

INFILL AND REHABILITATION

- RLU-3.5** SUPPORT THE EFFORTS OF THE HOUSING DIVISION AND THE REDEVELOPMENT AGENCY TO PROVIDE RESIDENTIAL CONSTRUCTION IN ALL QUALIFYING NEIGHBORHOODS WITHIN THE CENTRAL COMMUNITY.
- RLU-3.6** IDENTIFY PROPERTIES FOR NEW RESIDENTIAL CONSTRUCTION OR REHABILITATION AND WORK WITH LOCAL COMMUNITY DEVELOPMENT CORPORATIONS (CDC'S), THE CITY HOUSING DIVISION, AND THE REDEVELOPMENT AGENCY TO DEVELOP NEW INFILL AND REHABILITATION PROJECTS.

MIXED USE POLICY

POLICY RLU-4.0 ENCOURAGE MIXED USE DEVELOPMENT THAT PROVIDES RESIDENTS WITH A COMMERCIAL AND INSTITUTIONAL COMPONENT WHILE MAINTAINING THE RESIDENTIAL CHARACTER OF THE NEIGHBORHOOD.

- RLU-4.1** ENCOURAGE THE DEVELOPMENT OF HIGH-DENSITY RESIDENTIAL AND MIXED USE PROJECTS IN THE CENTRAL BUSINESS DISTRICT, EAST DOWNTOWN, AND GATEWAY AREAS.
- RLU-4.2** SUPPORT SMALL MIXED USE DEVELOPMENT ON THE CORNERS OF MAJOR STREETS THAT DOES NOT HAVE SIGNIFICANT ADVERSE IMPACTS ON RESIDENTIAL NEIGHBORHOODS.

THIS PROPOSAL IS LOCATED WITHIN THE BRYANT NEIGHBORHOOD OF THE EAST CENTRAL NORTH NEIGHBORHOOD PLANNING AREA. THE FOLLOWING ARE ISSUES, FOUND THE MASTER PLAN, ARE PERTINENT TO THIS AREA:

HISTORIC PRESERVATION

- PROTECT DESIGNATED HISTORIC RESOURCES AND NATIONAL REGISTER PROPERTIES.
- ENSURE THAT TRANSIT-ORIENTED DEVELOPMENT AND OTHER DEVELOPMENT PATTERNS ARE CONSISTENT WITH HISTORIC PRESERVATION GOALS.

STREETS AND CIRCULATION

- PROVIDE ADEQUATE AMOUNTS OF RECREATIONAL AND OPEN SPACE.
- PLANT MORE TREES IN THE PARK STRIPS AND ON CENTER MEDIANS.
- ADDRESS ISSUES RELATING TO BUSINESS AND UNIVERSITY STUDENT ON-STREET PARKING AS IT NEGATIVELY IMPACTS RESIDENTIAL NEIGHBORHOODS.
- ENSURE THAT ADEQUATE OFF-STREET PARKING IS PROVIDED FOR SPECIFIC LAND USES.
- IMPROVE INFRASTRUCTURE AND CIRCULATION PATTERNS FOR INTERIOR STREETS / COURTS.
- IMPROVE CIRCULATION OF TRANSIT OTHER THAN THE PRIVATE AUTOMOBILE, INCLUDING PEDESTRIAN, BICYCLE AND MASS TRANSIT.
- IMPLEMENT TRAFFIC CALMING POLICIES.
- IMPROVE THE INTERSECTION AT 1200 EAST AND 300 SOUTH.
- IMPROVE PEDESTRIAN CIRCULATION AROUND THE 900 EAST 900 SOUTH COMMERCIAL NODE.

Residential

- REDUCE EXCESSIVE DENSITY POTENTIAL, STABILIZE THE NEIGHBORHOOD AND CONSERVE THE NEIGHBORHOOD'S RESIDENTIAL CHARACTER.
- IMPROVE ZONING ENFORCEMENT, INCLUDING ILLEGAL CONVERSION TO APARTMENTS, YARD CLEANUP, "SLUM LORDS," ETC.
- ENCOURAGE HIGHER DENSITY HOUSING IN EAST DOWNTOWN, DOWNTOWN, AND GATEWAY TO DECREASE THE PRESSURE TO MEET THOSE HOUSING NEEDS IN THIS NEIGHBORHOOD.
- ENSURE NEW MULTI-FAMILY DEVELOPMENT IS CAREFULLY SITED, WELL DESIGNED, AND COMPATIBLE IN SCALE.
- PROVIDE MORE AFFORDABLE HOUSING (OWNER OCCUPIED AND RENTAL)

THROUGH ALL OF THIS DOCUMENTATION A FEW THEMES ARE EVIDENT THROUGH REPETITION AND EMPHASIS.

- **PRESERVE AND PROTECT NEIGHBORHOODS**
- **MAINTAIN HISTORIC STRUCTURES AND DISTRICTS**
- **PROVIDE DENSITY NEAR TRANSIT AND AWAY FROM NEIGHBORHOODS**
- **REDEVELOP AND REVITALIZE 400 S.**

IN THE SUBSEQUENT PAGES WE PRESENT OUR PROPOSAL TO ACCOMPLISH THESE GOALS AND MORE.



Concept Exploration

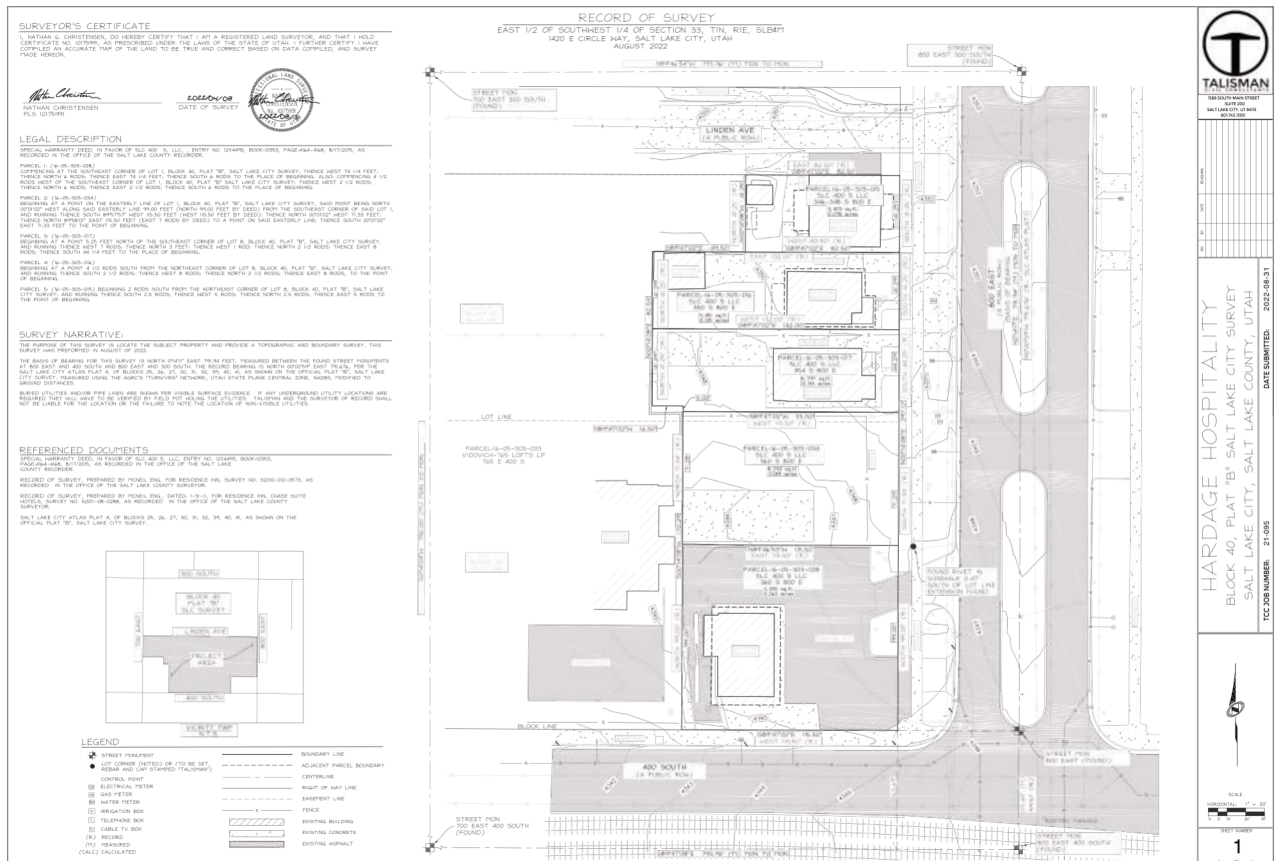


Development Concept Exploration

IT IS NOTED MULTIPLE TIMES IN THE CENTRAL CITY MASTER PLAN THAT IT IS HIGHLY DESIRABLE TO MAINTAIN THE SCALE AND LIVABILITY OF EXISTING LOW DENSITY HOUSING. AS CURRENTLY ZONED THE THREE NORTHERN PARCELS ARE DESIGNATED TO HAVE A DENSITY OF 15-30 DWELLING UNITS PER ACRE INTENDED FOR HOUSES, DUPLEXES, TRIPLEXES, FOURPLEXES AND APARTMENTS. THE TWO SOUTHERN PARCELS HAVE A DENSITY OF 10-50 UNITS PER ACRE AS PART OF A MEDIUM DENSITY TRANSIT ORIENTED DEVELOPMENT ZONE. IN AN EFFORT TO UNDERSTAND THE DEVELOPMENT POTENTIAL THE PROJECT TEAM EXPLORED SEVERAL OPTIONS.

LOT CONSOLIDATION

PRIOR TO THIS APPLICATION THE OWNER AND CONSULTANTS EXPLORED SEVERAL OPTIONS. THE FIRST OF WHICH WAS AN ATTEMPT TO SQUARE UP THE PARCELS. UNDERSTANDING THAT SETBACKS FROM PROPERTY LINES CAN HAVE AN IMPACT BEYOND NORMAL WHEN THE PROPERTY IS NOT A RECTANGULAR CONFIGURATION, THE OWNER SOUGHT AN EVEN LAND SWAP WITH THE NEIGHBOR TO THE WEST AT THE OWNER'S SOLE EXPENSE. THIS ATTEMPT WAS REBUFFED.

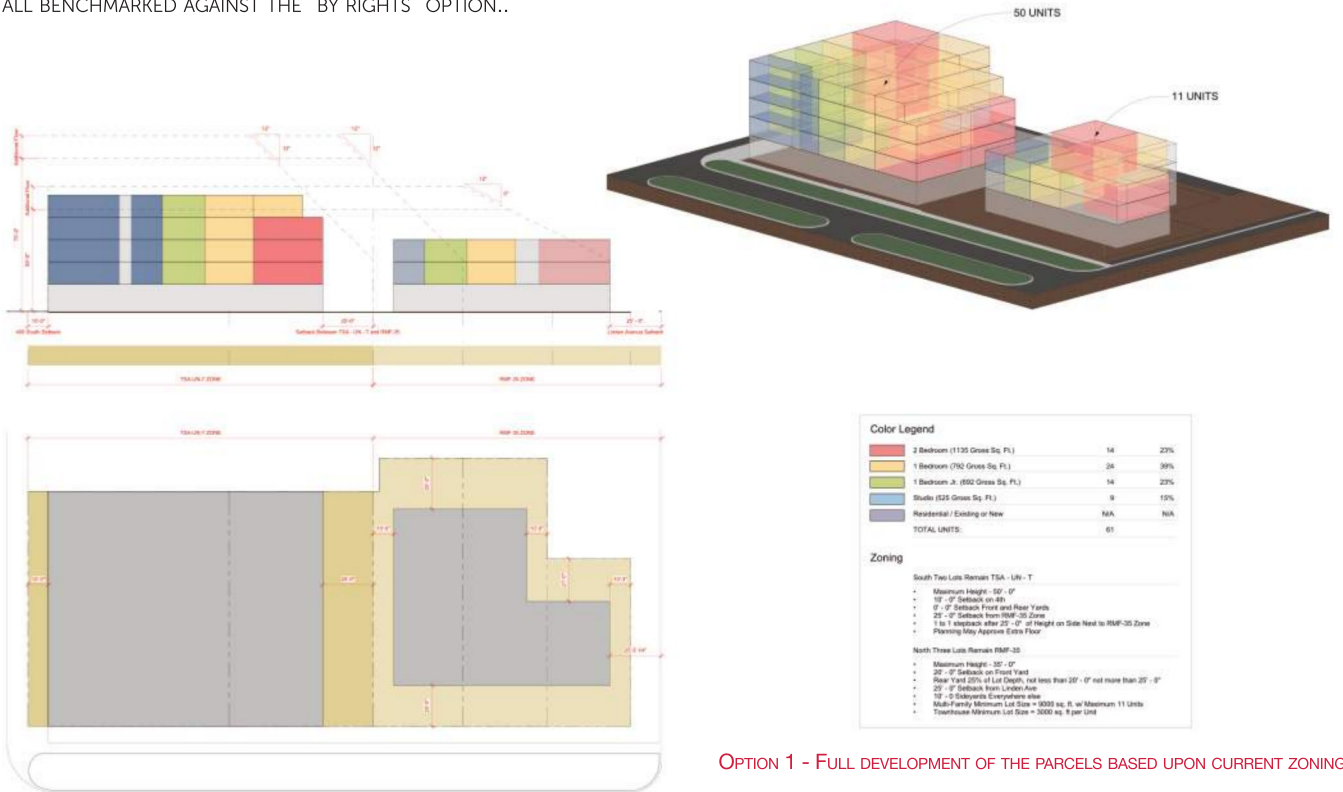


SURVEY OF PARCELS IN QUESTION SHOWING UNDULATING WEST PROPERTY LINES

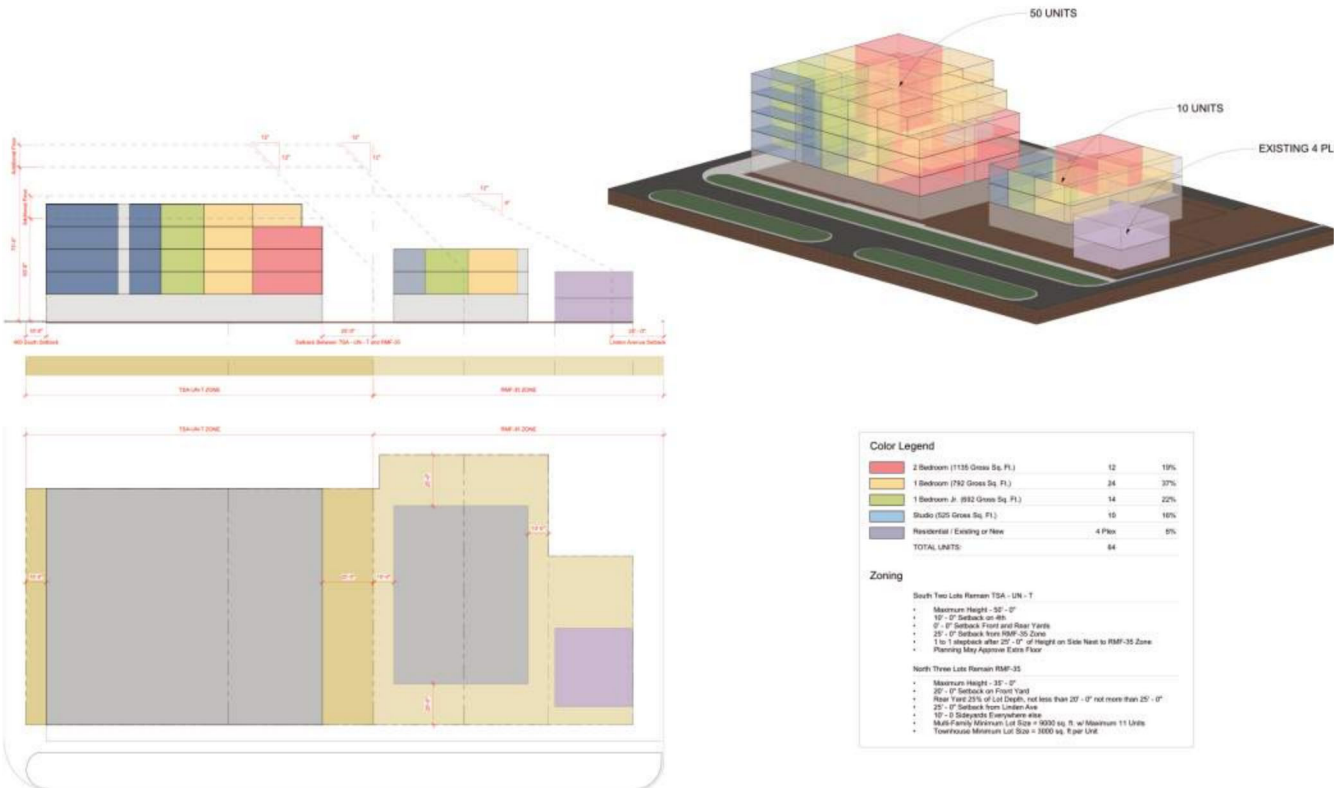


Development Concept Exploration Cont'd

THE NEXT STEP WAS TO UNDERSTAND THE DEVELOPMENT POTENTIAL BASED UPON THE CURRENT ZONING FOLLOWED BY ADDITIONAL SCENARIOS ALL BENCHMARKED AGAINST THE "BY RIGHTS" OPTION..



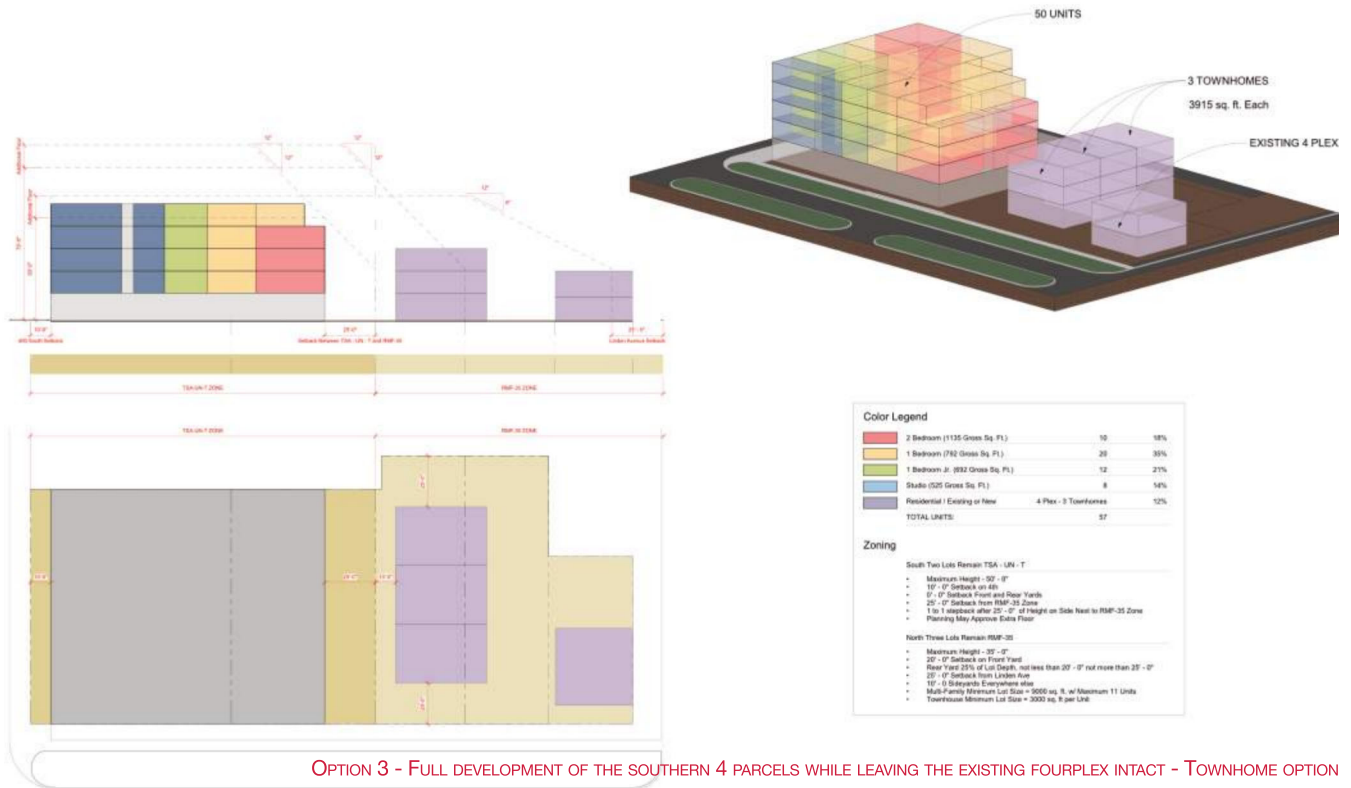
OPTION 1 - FULL DEVELOPMENT OF THE PARCELS BASED UPON CURRENT ZONING



OPTION 2 - FULL DEVELOPMENT OF THE SOUTHERN 4 PARCELS WHILE LEAVING THE EXISTING INTACT.



Development Concept Exploration Cont'd



THE RESULTS OF THIS EXERCISE INVOLVED ESSENTIALLY BUILDING ON ALL OF THE AVAILABLE PROPERTY WITH STRUCTURES THAT DIDN'T SEEM TO A) RELATE WELL TO PROPERTIES ALONG LINDEN AVENUE AND FURTHER NORTH, B) CREATE A PROJECT WITH A SENSE OF SPACE (INTERNALLY OR EXTERNALLY), OR C) PRODUCE A YIELD OF QUALITY UNITS FROM BOTH A CONSTRUCT-ABILITY AND LIVABILITY METRICS. THOUGH THESE OPTIONS WOULD NOT REQUIRE A RE-ZONING EFFORT (AND COULD BE APPROVED VIA AN ADMINISTRATIVE APPROVAL) THE CLIENT ULTIMATELY FELT THAT, THOUGH LEGAL WITHOUT A REZONE OR GENERAL PLAN AMENDMENT AND CERTAINLY VIABLE, A BETTER SOLUTION COULD BE DEVELOPED. CONSEQUENTLY, THE TEAM PIVOTED TO EVALUATE ALTERNATE DESIGNS THAT, WHILE REQUIRING ADDITIONAL EFFORT, WOULD RESULT IN A BETTER PROJECT FOR THE COMMUNITY AND OWNER.

STEPPING BACK FROM THE REQUIREMENTS OF THE EXISTING ZONING AND THE ASSOCIATED CONSTRAINTS, THE TEAM EVALUATED THREE OPTIONS;

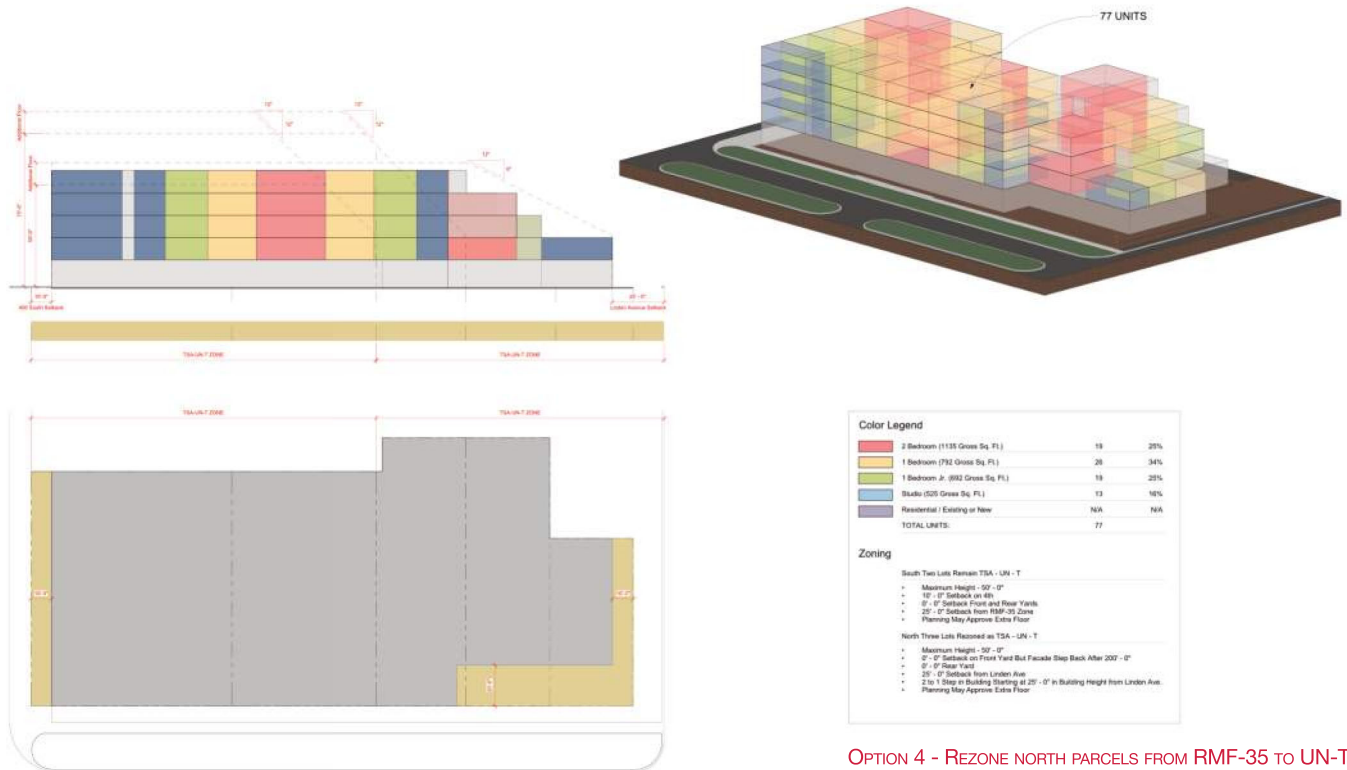
- **REZONING ALL OF THE PARCELS TO TSA-UN-C**
- **REZONING ALL OF THE PARCELS TO TSA-UN-T**
- **REZONING THE SOUTHERN TWO PARCELS TO TSA-UN-C**

AFTER BRIEFLY EVALUATING THE IDEA OF A FULL REZONE TO TSA-UN-C IT WAS DETERMINED THAT IT WOULD SIMPLY BE TOO MUCH OF AN IMPOSITION ON THE NEIGHBORING PROPERTIES TO THE NORTH. THOUGH IT WAS THE BEST OPTION FOR THE CLIENT FROM A PURELY FISCAL PERSPECTIVE, THE TEAM QUICKLY ABANDONED THE IDEA GIVEN IT DID NOT ADHERE TO ANY OF THE LAND USE POLICIES SET FORTH IN THE GENERAL PLAN OR ZONING REQUIREMENTS.



Development Concept Exploration Cont'd

REZONING THE NORTHERN THREE PARCELS TO TSA-UN-T WAS THE NEXT EXPLORATION. THOUGH THIS LED TO THE HIGHEST UNIT COUNT OF ANY CONCEPT IT TOO FAILED TO ADHERE TO THE POLICIES AND PRINCIPALS SET FORTH IN THE MASTER PLAN. SPECIFICALLY, IT INTRUDED INTO THE ESTABLISHED NEIGHBORHOOD ALONG LINDEN AVENUE, DIDN'T REALLY CREATE A MEANINGFUL SPACE ALONG 400 S, ELIMINATED ALL OF THE EXISTING HOUSING STOCK AND ULTIMATELY HAD THE LARGEST BUILDING FOOTPRINT. GIVEN THESE RESULTS THE TEAM CONTINUED EXPLORING FURTHER OPTIONS.

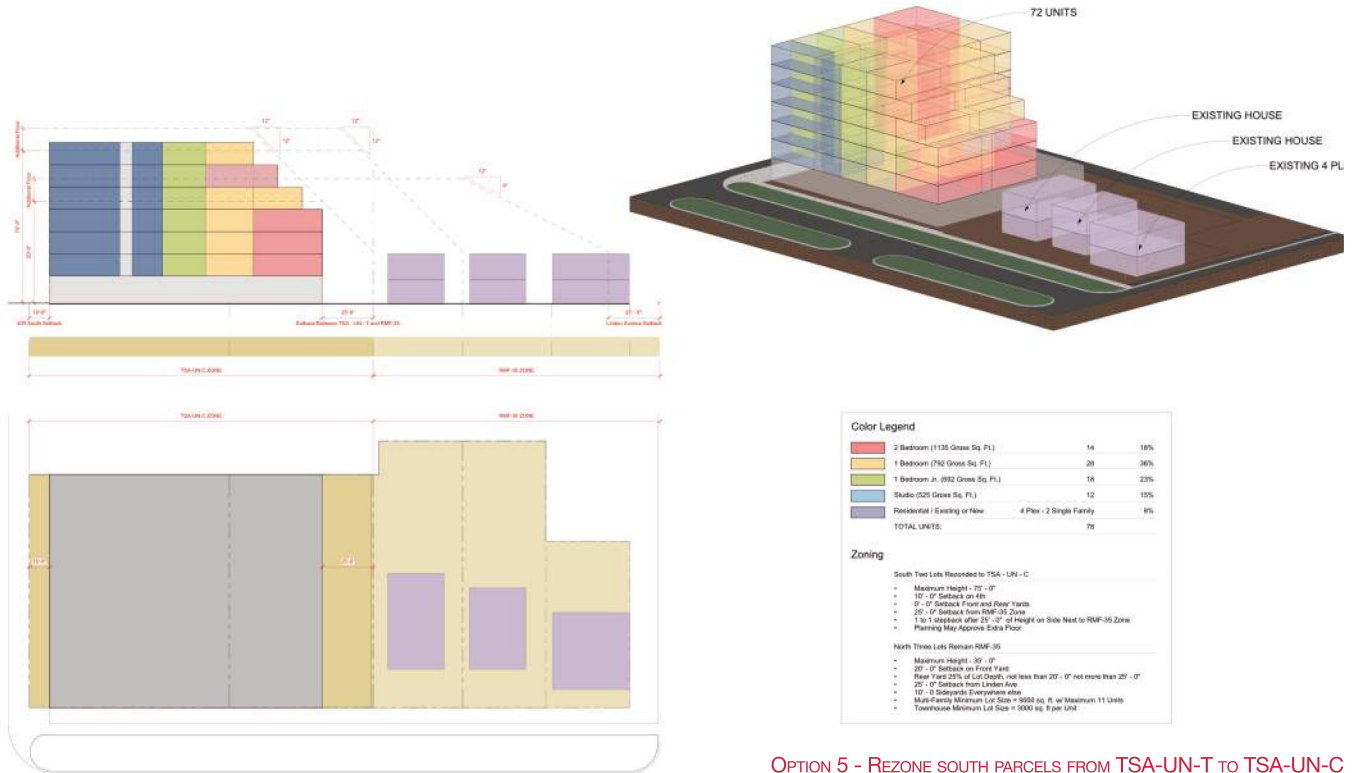


OPTION 4 - REZONE NORTH PARCELS FROM RMF-35 TO UN-T

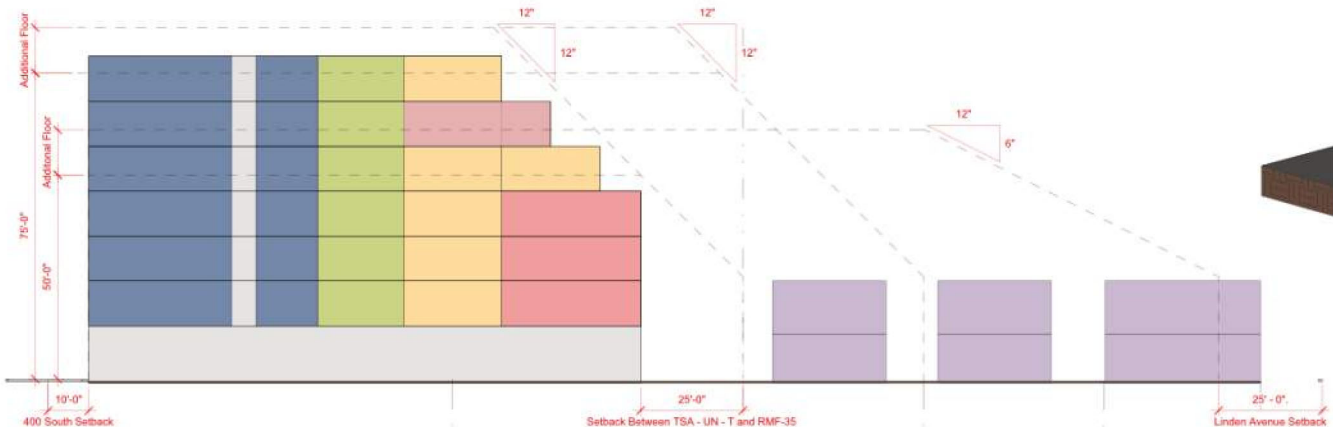


Development Concept Exploration Cont'd

NEXT THE TEAM EVALUATED THE OPTION OF REZONING ONLY THE TWO SOUTHERN PARCELS FROM TSA-UN-T TO TSA-UN-C. THE INITIAL VERSION OF THIS CONCEPT YIELDED NEARLY THE SAME QUANTITY OF UNITS DERIVED FROM THE TSA-UN-T OPTION BUT, AS CAN BE SEEN IN THE GRAPHIC BELOW, WOULD CREATE A SITUATION THAT JUXTAPOSED THE MASS OF THE UN-C BUILDING AGAINST THE SINGLE FAMILY RESIDENCE IMMEDIATELY ADJACENT. THOUGH TECHNICALLY MEETING THE SET BACK/STEP BACK REQUIREMENTS IT DOES NOT SEEM A GOOD SOLUTION FOR ANY PARTY. THE OCCUPANTS OF THE HOUSE WOULD HAVE A LARGE STRUCTURE ADJACENT WHILE THE BUILDING FORM HAS SIGNIFICANT CONSTRUCTION AND ONGOING OPERATION ISSUES.



OPTION 5 - REZONE SOUTH PARCELS FROM TSA-UN-T TO TSA-UN-C



OPTION 5 - CLOSE UP OF MASSING STUDY SHOWING EFFECT OF BUILDING HEIGHTS PER ZONING



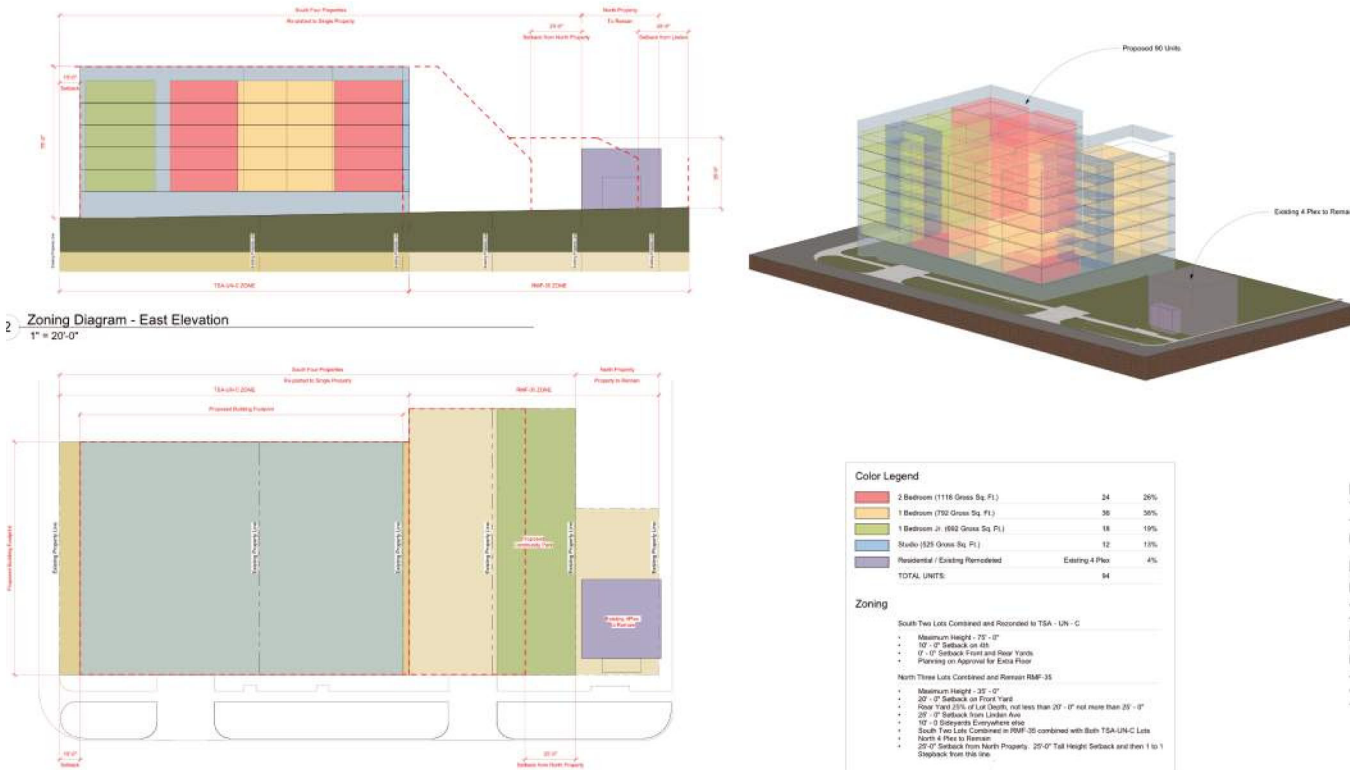
Development Concept Exploration Cont'd

UNDERSTANDING THAT THERE WAS SOME MERIT WITHIN OPTION 5, THE TEAM ANALYZED HOW TO ADDRESS THE INHERENT SHORT COMINGS WHILE DEVELOPING A PROJECT THAT WORKS TO ACHIEVE THE GOALS AND POLICIES ESTABLISHED IN THE MASTER PLAN AND HOUSING PLAN, CONTRIBUTES THE NEIGHBORHOOD AND MEETS THE OWNER'S PROJECT GOALS. THE RESULT IS A HYBRID THAT DEVELOPS ALL DENSITY FOR THE PROJECT TO THE SOUTH IN A RATIONAL FORM WHILE FULFILLING A NUMBER OF CITY PLANNING GOALS.

AS CAN BE SEEN IN THE GRAPHIC BELOW THERE ARE THREE FUNDAMENTAL COMPONENTS TO THE PROPOSED PROJECT THIS REQUEST IS BASED UPON; DENSITY TO THE SOUTH, DEVELOPMENT OF DEDICATED OPEN SPACE/BUFFER AND RETENTION OF THE HISTORIC FOURPLEX. LET US DISCUSS EACH OF COMPONENTS IN FURTHER DETAIL.

- THE DENSITY FOR THE PROJECT HAS BEEN CONSOLIDATED INTO A LOGICAL MASS WITHOUT THE STEP DOWN/STEP BACK BETWEEN THE CURRENT BOUNDARY BETWEEN THE TSA-UN FOCUSED PARCELS AND THE ADJACENT RMF-35 PARCELS TO THE NORTH. THIS HAS BEEN ACCOMPLISHED BY SHIFTING THE REQUIRED STEP BACK/STEP DOWN BORDER TO BE ASSUMED AT THE NORTH SIDE OF PARCEL 16-05-303-016.
- IN RETURN FOR THIS CONSIDERATION THE OWNER WOULD WAIVE THEIR ABOVE GRADE BUILDING DEVELOPMENT RIGHTS FOR PARCELS 16-05-303-016 AND -017. SPECIFICALLY A PORTION OF THE PROPERTY WOULD SERVE AS AN ENTRY DRIVE TO THE STRUCTURED PARKING (REMOVING CURBING DEPTH FROM THE STREET) AND SHORT TERM PARKING FOR DELIVERIES (FURTHER REDUCING POTENTIAL CONGESTION) AS WELL A DEDICATED PARK FOR THE PUBLICS USE. LOOKING AT THE PARK INVENTORY THIS WOULD BE OF VALUE TO RENTERS LIVING IN THE AREA, ESPECIALLY THOSE WITH CHILDREN.
- FINALLY, THE PROJECT WOULD RETAIN, AND RENOVATE, THE EXISTING FOURPLEX THAT WOULD HELP CREATE A SENSE OF ENTRY TO LINDEN AVENUE NO MODERN DEVELOPMENT COULD ACCOMPLISH DUE TO REQUIRED SETBACKS, ETC. POSSESSING THE SAME CHARACTERISTICS OF RESIDENCES ADJACENT TO THE NORTH, THIS STRUCTURE HAS THE UNIQUE CAPABILITY OF FORMING THE SOUTH BULWARK OF THE NEIGHBORHOOD.

DEVELOPING THE DENSITY OWNER IS LOOKING FOR TO THE SOUTH THEY ARE WILLING TO DEVELOP A MEANINGFUL BUFFER TO THE ESTABLISHED NEIGHBORHOOD TO THE NORTH THAT IS OF BENEFIT TO THE COMMUNITY WHILE PREVENTING FUTURE CREEP IN THE FORM OF OPEN SPACE AND A RENOVATED APARTMENT BUILDING.



OPTION 6 - REZONE SOUTH PARCELS FROM TSA-UN-T TO TSA-UN-C



Concept Development



Concept Development

THROUGH THE ATTENDANCE OF AN EAST CENTRAL COMMUNITY COUNCIL MEETING THE PROJECT TEAM HAD THE OPPORTUNITY TO GAIN FEEDBACK FROM THOSE IN ATTENDANCE. THIS WAS NOT ONLY FROM AN INFORMAL PRESENTATION ELLIOTT WORKGROUP GAVE ON THIS PROJECT BUT TWO OTHER PROJECTS BEING PRESENTED DURING THE SAME MEETING. THE FOLLOWING A FEW ISSUES THE TEAM NOTED AND HOW OUR PROJECT IS RESPONDING TO THEM:

- **PARKING** - THE PROPOSED PROJECT PROVIDES ALL PARKING ON SITE IN EITHER STRUCTURED PARKING OR THE SMALL SURFACE LOT LOCATED ON THE NORTH SIDE OF THE BUILDING. WE HAVE CREATED SPACE FOR DELIVERIES (AMAZON, FOOD, ETC.) TO BE MADE WITHOUT BLOCKING TRAFFIC.
- **BICYCLES** - THE PROPOSED PROJECT HAS SECURE BICYCLE STORAGE NOT ONLY AT THE GARAGE LEVELS BUT AT THE FLOOR LEVELS OF INDIVIDUAL UNITS. THESE SAME ON LEVEL STORAGE CAN ALSO BE USED FOR STROLLERS, WAGONS, ETC. FINALLY, A COMPLETE MECHANIC'S STATION WILL BE PROVIDED TO RESIDENTS IN A GRADE LEVEL WORKSHOP.
- **ACTIVE STREETScape** - GIVEN THE QUANTITY OF VACANT COMMERCIAL SPACE ALONG 400 S THE PROPOSED PROJECT IS LOOKING TO POTENTIALLY PROVIDE LIVE WORK UNITS IN LIEU TO HELP CREATE A MORE VIBRANT STREETScape.
- **LANDSCAPING** - IN ADDITION TO THE PROPOSED POCKET PARK, THE PROPOSED PROJECT HAS LANDSCAPING INTEGRATED ALONG 400 S AND 800 E, CREATING OUTDOOR SPACES AT A HUMAN SCALE, SOFTENING THE STREETScape WHILE COMBATING HEAT ISLAND EFFECTS.
- **MAINTENANCE** - THE PROPOSED PROJECT INCLUDES A RESIDENT MANAGER UNIT LOCATED AT THE NE CORNER ON THE GROUND FLOOR. NOT ONLY DOES THIS ADDRESS ONGOING MAINTENANCE AND CLEANLINESS ISSUES, IT HELPS TO PROVIDE EYES ON THE ADJACENT PARK TO COMBAT VAGRANCY.
- **SAFETY** - THE REQUEST TO ALLOW FOR THE SOUTH THREE FEET OF PARCEL 16-05-303-017 ALLOWS FOR BALCONIES TO BE CONSTRUCTED ALONG THE NORTH FACADE, ENCOURAGING OUTDOOR ENGAGEMENT AND ADDITIONAL EYES ON THE OUTDOOR SPACES WHILE BREAKING UP THE MASS OF THE STRUCTURE.

ON THE FOLLOWING PAGES YOU WILL FIND ADDITIONAL PLANS AND RENDERINGS. THOUGH NOT FINAL THEY HAVE BEEN DEVELOPED TO A LEVEL SUFFICIENT TO VALIDATE ASSUMPTIONS AND PROVIDE A MEANINGFUL IMAGERY TO FOSTER DISCUSSION.



VIEW FROM THE INTERSECTION OF 400S AND 800E



Concept Development Cont'd

EARLY RENDERINGS SHOWED THAT THE WEST FACADE OF THE SOUTHERN MASS TO BE A LARGE BLANK SURFACE TO MEET FIRE CODE WHILE MAXIMIZING UNIT SQUARE FOOTAGE. IN ORDER TO DEVELOP A MORE APPEALING BUILDING, AND ENHANCE THE QUALITY OF THE INTERIOR SPACE, THE OWNER DIRECTED 6" BE REMOVED FROM EACH UNIT IN ORDER TO ALLOW FOR WINDOWS ON THE SOUTH MASS AND BALCONIES ON THE ADJACENT MASS TO THE NORTH.



COMPARISON OF WEST FACADE OF SOUTH MASS



Concept Development Cont'd



LOOKING NE ACROSS INTERSECTION OF 400 S AND 800 E



RENDERED SITE PLAN



Concept Development Cont'd



Plan Key			Color Legend	Level -2 Area Totals
1. Lobby/Reception	8. Bike Repair Workshop	15. Travel/Printing Copies	2 Bedroom (1118 Gross Sq. Ft.)	
2. Conference Room	9. Dog Wash	16. Maintenance Locker	3 Bedroom (762 Gross Sq. Ft.)	
3. Elevator	10. Bike Storage	17. Clean/Ready Room	4 Bedroom (1,402 Gross Sq. Ft.)	
4. Laundry/Storage	11. Communal/Hot Tub Deck	18. Fitness Assembly	Public Area (Including Unit Balconies)	3,767 sq. ft.
5. Small Business Center	12. Classroom	19. Food Deck	Outdoor Assembly (Including Unit Balconies)	871 sq. ft.
6. Gym	13. Coloring Station	20. Trash Deck	Corridor	161 sq. ft.
7. Mail & Package Room	14. Reception	21. Trash Storage	Parking	50,712 sq. ft.
			Service/Maintenance/Storage	32 sq. ft.

LEVEL -2



Concept Development Cont'd



Plan Key

1. Lobby/Reception	8. Bio Repair/Workshop	15. Trash/ Recycling Chute
2. Conference Room	9. Dry Room	16. Maintenance Locker
3. Elevator	10. Bio Storage	17. Bio/Water Room
4. Lab/Prep/Management	11. Customized Tail Deck	18. Special Assembly
5. Work/Business Center	12. Clubhouse	19. Food Deck
6. Spa	13. Catering Kitchen	20. Toner Storage
7. Mail & Package Room	14. Restrooms	21. Computer

Color Legend

2 Bedroom (1718 Gross Sq. Ft.)	Level -1 Area Totals
3 Bedroom (760 Gross Sq. Ft.)	
4 Bedroom (812 Gross Sq. Ft.)	
Studio (255 Gross Sq. Ft.)	
Indoor Assembly	1,200 sq. ft.
Outdoor Assembly (Including Golf Ballroom)	
Medical Clinic/Office	140 sq. ft.
Classroom	147 sq. ft.
Poolside	25,000 sq. ft.
Service/Mechanical/Storage	1,362 sq. ft.

LEVEL -1



Concept Development Cont'd



Plan Key

1. Lobby/Reception	8. Bike Repair/Maintenance	16. Tenant Assembly/Office
2. Conference Room	9. Dog Wash	17. Janitor/Utility Room
3. Elevators	10. Bike Storage	18. Tenant Assembly
4. Lounge/Management	11. Closets/Pool Trail Deck	19. Roof Deck
5. Work/Business Center	12. Clubhouse	20. Tenant Storage
6. Gym	13. Catering Kitchen	21. Chime/Sign
7. Mail & Package Room	14. Reception	

Color Legend

Bedroom (1118 Units Sq. Ft.)	(16) 3,094 sq. ft.
Bedroom (1102 Units Sq. Ft.)	(20) 4,750 sq. ft.
Bedroom (1-1002 Units Sq. Ft.)	(20) 2,274 sq. ft.
Studio-2Bk (Green Sq. Ft.)	(22) 1,992 sq. ft.
Indoor Amenity	1,228 sq. ft.
Outdoor Amenity (Including Unit Balconies)	1,873 sq. ft.
Vertical Circulation	717 sq. ft.
Unfinished	1,868 sq. ft.
Parking	
Storage-Mechanical/Utility	952 sq. ft.

LEVEL 2



Concept Development Cont'd



Plan Key

1. Lobby/Reception	8. Bike Repair/Workshop	15. Trash/ Recycling Chute
2. Conference Room	9. Dry Room	16. Mechanical Center
3. Elevator	10. Bike Storage	17. Down/Up/Down
4. Laundry/Management	11. Clubhouse/Hot Tub Deck	18. Trash Area
5. Work/Business Center	12. Clubhouse	19. Roof Deck
6. Gym	13. Cabing/Mechanical	20. Trench Storage
7. Mail & Package Room	14. Restrooms	21. Stairwells

Color Legend

Color Legend	Level 3 Area Totals
1 Bedroom (1110 Gross Sq. Ft.)	30 4,472 sq. ft.
2 Bedroom (750 Gross Sq. Ft.)	20 4,702 sq. ft.
3 Bedroom (800 Gross Sq. Ft.)	23 3,378 sq. ft.
Stairs (500 Gross Sq. Ft.)	23 1,888 sq. ft.
Other Areas	385 sq. ft.
Other Areas (including all Balconies)	988 sq. ft.
Vertical Circulation	712 sq. ft.
Circulation	1,840 sq. ft.
Parking	
Service / Mechanical / Storage	177 sq. ft.

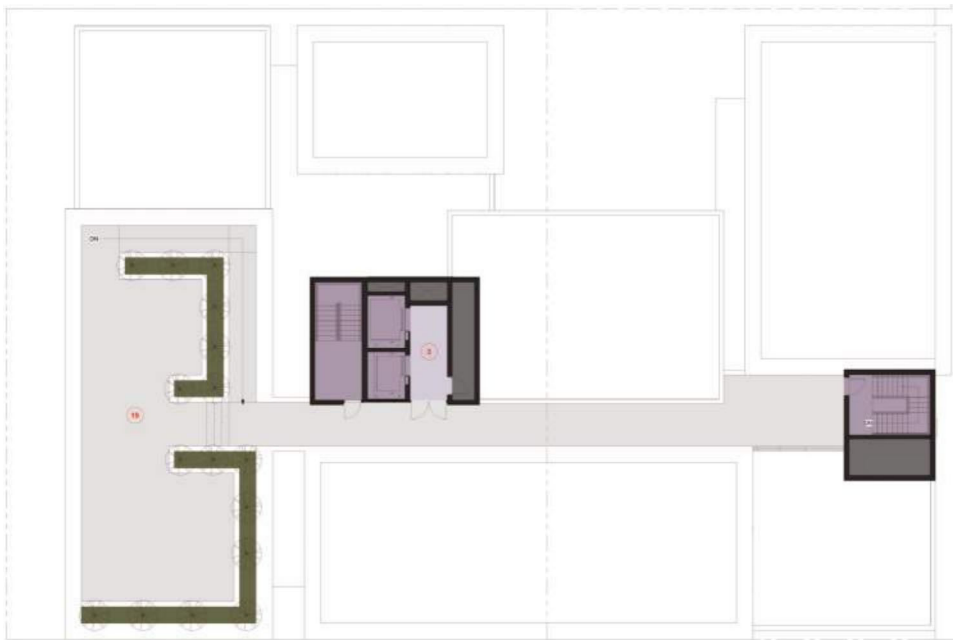
LEVEL 3-6



Concept Development Cont'd



ROOF DECK



Building Area Totals	
Color Legend	Area Totals
2 Bedroom (1116 Gross Sq. Ft.) - Managers Apt. 674 Sq. Ft.	(19 + 1) = 20,216 sq. ft.
1 Bedroom (762 Gross Sq. Ft.)	(20) = 15,240 sq. ft.
1 Bedroom (692 Gross Sq. Ft.)	(20) = 13,840 sq. ft.
Studio (525 Gross Sq. Ft.)	(20) = 10,500 sq. ft.
Indoor Amenity	15,278 sq. ft.
Outdoor Amenity (including Unit Balconies)	7,875 sq. ft.
Vertical Circulation	6,154 sq. ft.
Indoor Amenity	3,315 sq. ft.
Parking Storage (Not including Exterior Parking) - 302 in Garage + 18 Stacked	48,208 sq. ft.
Service / Mechanical / Storage	3,363 sq. ft.
Total Gross Building Area:	143,207 sq. ft.

Plan Key	
1. Lobby/Reception	8. Bike Repair/Workshop
2. Conference Room	9. Day Street
3. Elevators	10. Bike Storage
4. Leasing/Management	11. Clubhouse/Hot Tub Deck
5. Work/Business Center	12. Clubhouse
6. Gym	13. Catering Kitchen
7. Mail & Package Room	14. Restrooms
	15. Trash Recycling Chutes
	16. Homebased Center
	17. Janitor/Supply Room
	18. Towel Amenity
	19. Roof Deck
	20. Towel Storage
	21. Compost

Color Legend	Roof Level Area Totals
2 Bedroom (1116 Gross Sq. Ft.)	
1 Bedroom (762 Gross Sq. Ft.)	
1 Bedroom (692 Gross Sq. Ft.)	
Studio (525 Gross Sq. Ft.)	
Outdoor Amenity (including Unit Balconies)	5,228 sq. ft.
Vertical Circulation	603 sq. ft.
Indoor Amenity	154 sq. ft.
Parking	
Service / Mechanical / Storage	215 sq. ft.

ROOF LEVEL



Conclusion



Conclusion

As noted before, the allowable unit density for the property, as currently zoned, is either 15-30 or 10-50 units per acre depending on the parcel in question. We freely admit that the project envisioned would be looking to achieve a higher density per the TSA-UN-C designation which allows for 50+ units per acre. While this goal is admittedly in conflict with certain goals and policies of the Housing and General Plans the project team feels strongly that the project we are developing supports and fulfills just as many as listed below.

GOAL 1 OF THE HOUSING SLC MASTER PLAN

Goal 1 of the document is to develop 10,000 new housing units. Though there is a stated goal of a minimum of 2,000 deeply affordable and another minimum of 2,000 units of affordable housing, there still remains a need for up to 6,000 units of additional housing to meet the target.

OVERALL LAND USE

Policy RLU 1.0 Based on the Future Land Use map, use residential zoning to establish and maintain a variety of housing opportunities that meet social needs and income levels of a diverse population.

- RLU-1.1** PRESERVE LOW-DENSITY RESIDENTIAL AREAS AND KEEP THEM FROM BEING REPLACED BY HIGHER DENSITY RESIDENTIAL AND COMMERCIAL USES. **WE ADMITTEDLY REMOVE TWO HOUSES. HOWEVER, IF YOU LOOK AT THE ACTUAL STREETScape, THESE TWO HOUSES ARE ACROSS THE BOULEVARD FROM THE DEL TACO PARKING LOT AND EXIT. RESPECTFULLY WE SUBMIT THAT THIS DOES NOT, A RESIDENTIAL AREA IN THE SENSE OF A COMMUNITY, MAKE. THE LARGER CONSIDERATION HERE IS THE DEVELOPMENT OF A BUFFER BETWEEN ANY DEVELOPMENT ALONG 400 S AND THE NEIGHBORHOODS TO THE NORTH THROUGH THE ESTABLISHMENT OF OPEN SPACE AND THE RETENTION OF THE FOURPLEX.**
- RLU-1.3** RESTRICT HIGH-DENSITY RESIDENTIAL GROWTH TO DOWNTOWN, EAST DOWNTOWN, TRANSIT ORIENTED DISTRICTS, AND GATEWAY. **WE ARE LOOKING TO DEVELOP A HIGH-DENSITY RESIDENTIAL PROJECT IN A TRANSIT ORIENTED DISTRICT.**
- RLU-1.4** PRESERVE THE CHARACTER OF THE INNER-BLOCK COURTS. **WE FEEL THE RETENTION AND RENOVATION OF THE FOURPLEX PRESERVES THE SCALE AND CHARACTER OF THE RESIDENCES ALONG THE NORTH SIDE OF LINDEN AVENUE.**
- RLU-1.6** ENCOURAGE COORDINATION BETWEEN THE FUTURE LAND USE MAP, ZONING ORDINANCES, AND THE SALT LAKE CITY COMMUNITY HOUSING PLAN. **WE HAVE CONSULTED WITH THE EAST CENTRAL COMMUNITY COUNCIL IN ADDITION TO SLC PLANNING PRIOR TO AND DURING THIS APPLICATION.**
- RLU-1.7** ENSURE THAT FUTURE AMENDMENTS TO THE ZONING MAP OR TEXT OF THE ZONING ORDINANCE DO NOT RESULT IN A SIGNIFICANT AMOUNT OF NON-CONFORMING LAND USES. **WE WOULD RESPECTFULLY PUT FORTH THAT THE APPROACH ARTICULATED IN THIS PROPOSAL PROVIDES A POTENTIAL BLUE PRINT FOR FUTURE DEVELOPMENT REQUESTS AND AN EXAMPLE TO BE REFERENCED.**

EXISTING HOUSING POLICY - PRESERVATION

Policy RLU- 2.0 PRESERVE AND PROTECT EXISTING SINGLE- AND MULTI-FAMILY RESIDENTIAL DWELLINGS WITHIN THE CENTRAL COMMUNITY THROUGH CODES, REGULATIONS, AND DESIGN REVIEW.

- RLU-2.5** PROMOTE REDUCTION OF DETERIORATION OF RESIDENTIAL NEIGHBORHOODS THROUGH CODE ENFORCEMENT PRACTICES. **THOUGH NOT SPECIFICALLY A CODE ENFORCEMENT EXAMPLE, THE INVESTMENT AND REDEVELOPMENT OF THE FOURPLEX WILL CERTAINLY NOT YIELD CODE ENFORCEMENT ISSUES.**

NEW CONSTRUCTION POLICY - VARIETY OF OPTIONS

Policy RLU-3.0 PROMOTE CONSTRUCTION OF A VARIETY OF HOUSING OPTIONS THAT ARE COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOODS OF THE CENTRAL COMMUNITY.

- RLU-3.1** ENCOURAGE RESIDENTIAL LAND DEVELOPERS TO BUILD HOUSING THAT PROVIDES RESIDENTIAL OPPORTUNITIES FOR A RANGE OF INCOME LEVELS, AGE GROUPS, AND FAMILY SIZE. **WE ARE PROPOSING UNITS FROM STUDIOS TO TWO BEDROOMS IN SIZE. FURTHERMORE, DETAILS SUCH AS ON FLOOR STORAGE, ALLOWS FOR SPACE FOR STROLLERS, ETC.**

REQUIREMENTS OF UTAH CODE 10-9A-403

WHICH STATES (IN PART):

(F)zone or rezone for higher density or moderate income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers;

(G)amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors;

GIVEN THESE ASPECTS OF THE PROJECT AND MORE, WE RESPECTFULLY REQUEST THIS GENERAL PLAN AMENDMENT BE APPROVED.



ATTACHMENT C: Property and Vicinity Photos



(775 E. 400 S., looking west from 800 E.)



(360 S. 800 E., looking west from 800 E.)



(354, 350, and 346-348 S. 800 E., looking west from 800 E.)



(Looking west down Linden Ave. from 800 E.)



(809 E. 400 S., looking east from 800 E.)



(420 S. 800 E., looking south from 400 S.)

ATTACHMENT D: Zoning District Comparison

General Zoning Standards

A majority of the zoning standards in the TSA district remain the same whether a property is in a Transition or Core Area. Setbacks, lot width, lot size, landscaping, and design standards are the same for all TSA districts. The primary differences between Transition and Core Areas are the height standards, allowed uses, and parking requirements.

Purpose

Within the TSA Transit Station Area zoning district, transit stations are categorized into station types (Urban Center, Urban Neighborhood, Mixed Use Employment Center, or Special Purpose). Each station typically also includes a core area and a transition area. The transition areas are intended to allow a moderate level of development intensity and act as a buffer to surrounding neighborhoods, while the core areas are intended to allow more intense development.

*21A.26.078.A.2. **Transition Area:** The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods.*

*21A.26.078.A.1. **Core Area:** The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.*

Height

In TSA Districts, a minimum height is required for properties with frontage along a fixed rail line. There is no minimum height in transition areas, but a minimum height of 25' is required for core areas. The maximum height is 50' in transition areas and 75' in core areas. Projects that receive a qualifying development score are eligible for an increase in height of one story of habitable space.

	TSA-UN-T	TSA-UN-C
Minimum Height	0'	25'
Maximum Height	50'	75'

Land Use

For ease of comparison, only the land use classifications that would change as a result of the rezone request are listed below. All other land uses would remain the same in either TSA district (see Table [21A.33.035](#): Table of Permitted and Conditional Uses for Transit Station Area Districts).

Use	TSA-UN-T	TSA-UN-C
Bar establishment (more than 2,500 square feet in floor area)	Conditional Use	Permitted Use
Brewpub (more than 2,500 square feet in floor area)	Conditional Use	Permitted Use
Distillery	Conditional Use	Permitted Use
Tavern (more than 2,500 square feet in floor area)	Conditional Use	Permitted Use
Winery	Conditional Use	Permitted Use
Pet cemetery	Permitted Use	-
Bakery, commercial	-	Permitted Use
Bio-medical facility	-	Permitted Use
Commercial food preparation	-	Permitted Use
Crematorium	-	Permitted Use
Dwelling, Single-family detached	Permitted Use	-
Mobile food court	-	Permitted Use
Parking, Commercial (if located in a parking structure)	-	Permitted Use
Radio, television station	-	Permitted Use
Small brewery	Conditional Use	Permitted Use
Stadium	-	Conditional Use
Storage, self	Permitted Use	-
Theater, live performance	Conditional Use	Permitted Use
Theater, movie	-	Permitted Use
Woodworking mill	Permitted	-

Setbacks

There are no zone-specific differences in setback requirements between the transition and core areas. On corner lots, the property owner declares which lot lines are the front and corner side yard lines. The setbacks required for a future development after the lots are consolidated will be as follows:

	RMF-35	TSA
Front Yard (800 E.)	20'	None, and at least 50% of the street facing building façade must be within 5' of the property line
Corner Side Yard (800 E.)	10'	
Front Yard (400 S.)	N/A	10', and at least 50% of the street facing building façade must be built to the minimum
Corner Side Yard (400 S.)	N/A	
Interior Side Yard	10'	None
Rear Yard	25'	None

Parking

The Off Street Parking standards establish parking requirements based on the specific land use proposed. As previously noted, no specific land use is under review with this application, so the overall parking differences for all land uses should be evaluated. Generally speaking, the TSA-UN-C district does not have parking minimums, so the rezone request would constitute a change from a context with low minimum parking requirements to a context with no minimum parking requirements, for both residential and commercial uses. Because new development is likely to include a multi-family residential component, a comparison of the multi-family parking standards is provided below:

	TSA-UN-T (Urban Center Context)	TSA-UN-C (Transit Context)
Minimum Parking (Multi-family)	Studio: No Minimum 1 bedroom: 0.5 space per DU 2+ bedrooms: 1 space per DU	No Minimum
Maximum Parking (Multi-family)	All Contexts: Studio & 1 Bedroom: 2 spaces per DU 2+ bedrooms: 3 spaces per DU	
Minimum Bicycle Parking	1 per 3 units	1 per 2 units

ATTACHMENT E: Analysis of Standards

GENERAL PLAN AMENDMENTS

State Law, Utah Code Annotated, Title 10 Chapter 9a, requires that all municipalities have a general plan. However, there is no specific criteria relating to general plan amendments. The City does not have specific criteria relating to general plan amendments. However, City Code Section 21A.02.040 (Effect of Adopted Master Plans or General Plans) addresses this issue in the following way:

All master plans or general plans adopted by the planning commission and city council for the city, or for an area of the city, shall serve as an advisory guide for land use decisions. Amendments to the text of this title or zoning map should be consistent with the purposes, goals, objectives and policies of the applicable adopted master plan or general plan of Salt Lake City. (Ord. 26-95 § 2(1-4), 1995)

While a general plan amendment petition is not required as part of a zoning amendment application, this petition has been submitted to maintain consistency “with the purposes, goals, objectives, and policies of the city as stated through its various adopted planning documents.” Without a general plan amendment, the applicant’s proposal to rezone the subject properties to accommodate a higher density, transit-oriented development would not align with the Central Community Future Land Use Map. The subject properties are currently identified as “Medium Density Transit Oriented Development (10-50 dwelling units/acre)” and “Medium Density Residential (15-30 dwelling units/acre). The request would amend the future land use map to “High Density Transit Oriented Development (50 or more dwelling units/acre)” for the two southern properties (775 E. 400 S. and 370 S. 800 E.) and the southern 3’ portion of 354 S. 800 E. The Central Community Master Plan defines high-density transit-oriented development as:

High-density transit-oriented development: *High-density TOD (dark sage green on map) is the same concept as medium-density TOD except at a greater scale. These areas are in centers of high population where pedestrians are more concentrated. Building heights are established for high density and higher intensity office or commercial uses. They have a maximum of three floors of office or retail space with multiple floors of residential uses above. The intent is to create a revived downtown and strengthen the livability of the Central Community. High-density transit-oriented development supports residential land uses with a density range of 50 or more dwellings per acres.*

The proposed general plan amendment has been included in this request to provide consistency between the Central Community Master Plan and the proposed zoning designation of the subject property. State law requires that a public hearing with adequate public notice be held by the Planning Commission prior to forwarding a recommendation to the City Council for any general plan amendment. The required process and notice requirements have been met.

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:

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;

Discussion:

As discussed in [Key Consideration 2](#), staff finds this application to be consistent with the vision of the relevant planning documents.

Plan Salt Lake contains guiding principles that encourage growth and redevelopment, with emphasis on promoting higher densities in areas served by transit.

The *Central Community Master Plan* encourages transit-oriented development along the 400 South corridor but stresses the importance of new multi-family development being compatible with the surrounding area.

The *400 South Livable Communities Station Area Plan* supports Core Areas being located within ¼ mile of transit stations and high densities along 400 South, but also notes that taller buildings could impact privacy and solar access to the lower-scale residential areas.

Housing SLC recommends increasing density near transit corridors and allowing higher densities in mixed-use zones. The plan also established a goal of entitling 10,000 new housing units by 2027.

In addition to their zoning map amendment application, the applicant has submitted a general plan amendment application to change the future land use designation of the subject area to “High Density Transit Oriented Development.” If the general plan amendment is approved, the zoning change will be consistent with the future land use map.

Finding: Complies

The proposal is consistent with the purposes, goals, objectives, and policies of the city as stated through its various adopted planning documents.

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

Discussion:

21A.02.030 General Purpose and Intent of the Salt Lake City Zoning Ordinance

The purpose of the zoning ordinance is to promote the health, safety, morals, convenience, order, prosperity, and welfare of the present and future inhabitants of Salt Lake City, to implement the adopted plans of the city, and, in addition:

- A. Lessen congestion in the streets or roads;*
- B. Secure safety from fire and other dangers;*
- C. Provide adequate light and air;*
- D. Classify land uses and distribute land development and utilization;*
- E. Protect the tax base;*
- F. Secure economy in governmental expenditures;*

G. Foster the city's industrial, business and residential development; and
H. Protect the environment.

The proposal is expected to further the general purposes of the zoning ordinance. The additional density that would be possible as a result of this request is in a location that makes it possible for residents to use transit rather than driving, which would support the goals of lessening congestion in the streets or roads, and improving air quality to protect the environment. The request also increases the redevelopment potential of a vacant commercial property, which would foster residential development and broaden the tax base by creating new housing opportunities for future residents.

Finding: Complies

The proposal generally furthers the purpose statements of the zoning ordinance.

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

Discussion:

The proposed amendment is intended to increase the development potential of the subject properties. The impacts of a development in the TSA-UN-T District and TSA-UN-C District are generally expected to be similar. Potential negative impacts associated with the additional height will be buffered from the nearby small-scale residential neighborhood by the existing RMF-35 and TSA-UN-T zoning districts abutting the subject properties. The additional height is consistent with the development pattern along 400 South and is appropriate at the proposed location on the corner of the block.

Finding: Complies

As discussed in [Key Consideration 3](#), the site is expected to adequately support future development without negative impacts to adjacent properties.

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

Discussion:

[21A.34.060](#): Groundwater Source Protection Overlay District: *The purpose of this section is to protect, preserve, and maintain existing and potential public drinking groundwater sources in order to safeguard the public health, safety and welfare of customers and other users of the City's public drinking water supply, distribution and delivery system.*

The Groundwater Source Protection overlay imposes additional requirements for recharge areas and protection zones. The proposed amendment does not conflict with the purpose of this overlay.

Finding: Complies

The map amendment doesn't conflict with any overlays that affect the property.

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.

Discussion:

Roadways

The City’s Transportation division reviewed the applicant’s zoning amendment proposal and did not note any issues or concerns related to roadway capacity. Transportation staff did make note of the zoning amendment’s reduction of minimum parking requirements.

Parks and Recreation Facilities

The park nearest to the subject site is Gilgal Gardens, approximately .2 miles away across 400 South. Additional parks in the area include Faultline Park and Victory Park to the east and 6th East Park to the northwest.

Police and Fire Protection

The Police Department and fire code reviewers did not note any issues or concerns specific to the zoning amendment request. Fire code reviewers indicated that additional review would be required when a development design has been submitted. The Police Department recommended that the property manager develop plans for property maintenance and enforcement after final approvals are complete.

Schools

Bennion Elementary School is approximately 0.1 miles from the subject site, south of 400 South. Bryant Middle School is located approximately 0.5 miles to the north. East High School is approximately 1.5 miles away.

Stormwater, Water Supply, Wastewater & other public facilities, and services

The City’s Department of Public Utilities did not note any issues or concerns with the proposed zoning map and master plan amendment. System upgrades may be required to support the development and will be determined during building permit review.

Refuse Collection

The applicant will need to provide adequate waste-removal facilities with any development application

Finding: Complies

The City’s public facilities and services have adequate capacity to serve the additional density that would be allowed with this rezone.

ATTACHMENT F: Public Process & Comments

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 since the applications were submitted:

- July 6, 2023 – The East Central Community Council was sent the 45-day required notice for recognized community organizations. The Community Council comments are attached to this report for review and consideration.
- July 10, 2023 – Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- July – August 2023 – The project was posted to the Online Open House webpage.

Notice of the public hearing for the proposal included:

- October 13, 2023
 - Public hearing notice signs were posted on the property.
- October 13, 2023
 - Public hearing notice mailed.
 - Public notice posted on City and State websites and Planning Division list serve.

Public Input:

The East Central Community Council submitted a letter in opposition to the request. The Community Council comments contend that the proposal is inconsistent with the goals of the Central City Master Plan and Housing SLC, that it does not further the purpose statements of the TSA districts, and that it would negatively affect adjacent properties.

In addition to the Community Council letter, staff received seven written comments from residents in opposition to the proposal. Residents expressed concerns about neighborhood character, traffic, construction, light, affordability, sustainability, parking, and historic preservation. The public comments have also been attached to this report for review.



August 24, 2023

Andy Hulka, andy.hulka@slcgov.com & Meagan Booth, meagan.booth@slcgov.com

Principal Planners, Planning Division

Department of Community & Neighborhood, Salt Lake City Corporation

Salt Lake City Planning Commission

Regarding: Hardage Hospitality Rezone and General Plan Amendment Request - PLNPCM2023-00223 & PLNPCM2023-00401

Dear Planning Staff and Planning Commissioners,

The East Central Community Council supports the development of parcel 16-05-303-028 and 034 **as they are currently zoned or TSA-UN-T but does not support the request to change this zone to TSA-UN-C. We ask that the Planning Commission forward a negative recommendation to the City Council.**

Having said that, if the owner is willing, we believe by continuing to work together we can find a creative solution that will both allow the ROI that the owner is seeking while at the same time protecting the existing housing stock and neighborhood.

We also appreciate the time that Sean has taken to listen and meet with the community and the willingness of the owner to consider retaining and restoring his 4 plex.

We understand that by right, he can demolish the existing housing stock and rebuild utilizing the RMF 35 criteria, but we hope he reconsiders.

In East Central (which spans from 700 East to 1400 East, South Temple to 900 South) every single house matters to the city. Our percentage of rentals is approximately 60% with most houses containing 2-5 units. Our older homes provide a large portion of the existing affordable workforce housing for rent by families, endangered populations, refugees, vets, seniors, and the workforce of downtown and the U for the city. Once these homes are gone, they cannot be recreated. Renters on these current properties include a family of five in the single-family home who have lived in the area for 20 years (in this home 3 years with children attending Bennion and planning on Bryant), others who work nearby utilizing transit have lived in the duplex for five years all paying reasonable rates thanks to the owner.

On July 11 of this year, Mayor Mendenhall reiterated that we need to “preserve the affordable housing we have...the urgency is great for us to be creative, in ways that we can stabilize our households.”

While this city desperately needs housing, we need to ask ourselves what exactly is the breakdown of the type of housing we need? Exactly how many market rate 1 or two bedrooms or how many homes, duplexes or triplexes for families and where can they be located given employment and school considerations? We believe a location near a transit hub is only one of the criteria that needs to be measured to accomplish our housing goals while at the same time stepping back and giving a good look at neighborhood and city costs.

In summary, we sincerely hope that we will be allowed to continue to work collaboratively to strike a positive outcome for both the owner and the neighborhood. Thank you for your consideration.

With kind regards and on behalf of the ECC and the ECC Executive Board,

Esther Hunter Chair, East Central Community Council

Eastcentralcommunity@gmail.com



To: Any Hulka, Principal Planner, Planning Division, Salt Lake City Corp.
andy.hulka@slcgov.com
Meagan Booth, Principal Planner, Planning Division, Salt Lake City Corp.
Meagan.booth@slcgov.com
Salt Lake City Planning Commission via Andy and Meagan

Regarding:
Petition Numbers PLNPCM2023-00223 & PLNPCM2023-00401
Hardage Hospitality Rezone and General Plan Amendment Request
Analysis by the Community Development/Land Use Committee of the East Central
Community Council

21A.50.050: STANDARDS FOR GENERAL AMENDMENTS:

B. In making a decision to amend the zoning map, the City Council should consider the following:

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.

No – It is repeatedly inconsistent with the future land use map; master plan goals and objectives; and Housing Salt Lake plan, the latter especially due to the dire shortage of affordable and deeply affordable housing and any market rate construction meets the goal, including in TSA-UN-T as currently zoned.

A few CCMP policies have been highlighted in the applicants petitions and at best are a stretch or would apply to a project within the existing zoning, as well.

We feel compliance needs to be looked at in balance and totality.

The project provides no affordable or deeply affordable units and does not meet the remaining unit gap for Housing SLC. As proposed, there will be a net loss of naturally affordable housing units.

Since the updated housing loss mitigation ordinance is not yet in place, meaning they will not be required to be replaced.

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

No – The existing TSA-UN-T zoning already meets the purpose statements of the TSA portion of the zoning ordinance. The site-specific considerations of the 2 TSA-UN-T parcels have already been evaluated in prior planning decisions.

“The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses.” This remains the priority at these parcels given the block context and prior city planning to buffer the neighborhood here.

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

It would significantly negatively affect them. The adjacent properties are residential. The height, scale, and massing of a 75’ building is completely out of scale and character to nearby structures. We believe it will substantially shade the apartments to the east, the proposed open space and housing to the north. A zoning change will likely assure the demolition of at least 2 historic houses and degrade the historic character of this block face



within the Bryant neighborhood. A rule of thumb has been that once ~30% of a historic block face is demolished or replaced with incompatible infill, the rest is at higher risk of loss. This process would continue to degrade the National Historic District, which is a key designation that provides access to rehabilitation tax credits to property owners within it.

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

N/A – this property is not subject to any overlay zones.

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, storm water drainage systems, water supplies, and wastewater and refuse collection.

Concerns

1. Given the lack of permanent supportive housing and treatment for our unhoused residents, the proposed green strip/with parking below will likely place a burden on both the neighborhood and the Police Department in the near term.
2. Eighth East is a neighborhood byway and bikeway that will be impacted by car traffic by the proposed building access of parking and service vehicles via the 800 East driveway. We recommend egress from parking should be on 400 S to reduce impacts to the byway and traffic-calmed street.
3. Given this is the transit corridor intended to promote the use of transit, the current application exceeds the minimum parking allocation required by code. We recommend this be reduced to the minimum parking required by the code.
4. It is our understanding that the owners do not plan to incorporate any substantive green infrastructure, green building, or other sustainable features beyond code requirements that would mitigate impacts on public infrastructure.

Other Considerations:

- We support the redevelopment of the two TSA-UN-T lots that currently include a closed Pizza Hut restaurant, parking lot, and an adjacent parcel within the existing zone. We support development that remains sensitive to the adjacent and nearby properties in massing, scale, design, and landscaping.
- We do not believe the proposal meets the goals and policies of the Central Community Master plan nor the Housing Salt Lake Plan. The most pressing needs in Salt Lake City right now are for deeply affordable and permanent supportive housing as well as family housing, especially for purchase at affordable rates. This proposal meets none of these needs and does not comply with RLU-3.1.
- The proposal conflicts with RLU-1.1 preserve low-density residential areas and keep them from being replaced by higher density residential and commercial uses” since they plan to demolish the two houses (a single family and a duplex, and possibly a 5 unit duplex all original, historic houses). The residential buildings on this block of 800 E and Linden Avenue are largely intact historical structures that contribute to the character and diversity of the neighborhood.
- **We note that these 3 buildings are providing naturally affordable housing right now**, based on our conversations with current tenants. Also, the two houses could potentially provide needed for-purchase houses for families. There is an elementary school one block away that is once again facing closure due to the lack of families with children in the neighborhood. Clearly the market rate apartment building boom has failed to meet the needs of young families to the detriment of city schools and demographic diversity. They cite the overarching goal of the updated Housing Salt Lake City Plan, adding 10,000 units, of which



at least 4,000 are affordable. Note that the owners are proposing a standard, generic, “Luxury Class A” podium building with market rate units, none of which are larger than 2 bedrooms.

- We calculate that the owners received a substantial upzone from CC to TSA-UN-T. Under the previous commercial corridor zone, the maximum building height is 30’, whereas in TSA-UN-T, it is 50’. We also note that an extra floor can be added by right if a project achieves a high enough sustainability score.
- As we understand it, Hardage Hospitality or its affiliates acquired the 5 properties along the west block face of 800 E from 400 S to Linden Avenue nearly 2 decades ago, as well as the complex along 400 to the west. They sold off the hotel (now apartment) complex at some point, now called 765 Apartments.
- The conceptual proposals, including building plans, landscaping, and preservation of the historic apartment building are conceptual in nature, not a firm legal commitment by the current owners. They may sell any or all of the parcels at any time. The upzone would however run with the land. This is one example of how denser zoning if not properly regulated drives **un**affordability.
- We note that any addition of market-rate dwelling units in existing TSA-UN-T zoning already qualifies as meeting the broad Housing SLC goal.
- We believe that spot rezoning these two parcels is a problematic precedent.
- The unit count included in a TSA project is entirely up to the designers in **any** TSA zone.
- We disagree with the Conclusion’s assertion that the rezoning and proposed podium building meets Master Plan policy “RLU-3.1, Encourage residential land developers to build housing that provides residential opportunities for a range of income levels, age groups, and family size.” As already noted, the market-rate building consisting of studio-to-2-bedroom units is like the dozens of other such podiums that are not providing housing for a diversity of family types, especially multi-generational, seniors and young families.
- The proposal conclusion states: “RLU-1.3 restricts high-density residential growth to Downtown, East Downtown, Transit Oriented Districts, and Gateway. We are looking to develop a high-density residential project in a Transit Oriented District.” The TSA-UN-T existing zoning already meets this policy, and importantly the transition zone is crucial to providing a buffer to the adjacent neighborhood.

In summary, after careful consideration and review we do not support the proposed rezoning and general plan amendment but instead encourage the owner to develop the two TSA-UN-T lots to the maximum possible, while retaining and rehabbing or selling all three historic properties. Historic tax credits could make this financially more viable.

Melinda Main
Jonathan Ramras
Jen Colby
Arla Funk
Jeri Fowles
Kathy Scott
Esther Hunter
Gwen Crist
Cassy Huidobro
Frederick Stagbrook de Clairmont

To: The Salt Lake City Planning Commission
Andy Hulka, Principal Planner, andy.hulka@slcgov.com
Meagan Booth, Principal Planner, Meagan.booth@slcgov.com

From: Esther Hunter, [REDACTED]@gmail.com

Regarding: Petition Numbers PLNPCM2023-00223 & PLNPCM2023-00401
Hardage Hospitality Rezone and General Plan Amendment Request

Dear All,

In my view, inserting a transit zone into an existing city is never easy. Seeing little if anything develop for more than ten years was a problem.

To solve this, it was Nick Norris who at that time was the planner (versus now the Director of Planning) who skillfully and thoughtfully navigated the long and extensive community involvement process to redesign/rezone the corridor and accomplish the 400 South Livable Communities Plan that was adopted by the City Council in October 2015. I was co-chair of East Central with Gary Felt at the time. It was not an easy process.

What was significant was the carefully thought-out transit zoning that was applied to each unique parcel along the route.

It was not a one size fits all that was considered or a desperation regarding the growth wave that would hit us. It was not the view that the transit zone would create the entire housing solution needed by the city and the U. Instead, what made this excellent planning was the extensive listening and collaboration that took place between the needs, the community and the City.

Everything was taken into consideration including Dr. Chris Nelson's detailed prediction of the massive growth coming to Salt Lake that went into detail regarding the extensive housing shortages we would be facing, sunlight for adjacent properties so they could grow tomatoes or allow the Gilgal Garden to thrive, small business concerns, the adjacent neighborhoods that could be destroyed, etc.

One examples of this careful and thoughtful planning is that while Transit Core was appropriately applied to the Office Max parking lot site, Transit Transitional was applied to the Village Inn property and north side of 400 South from 700 East to 900 East including two of the properties in this proposal due to potential impacts to adjacent homes. The transitional zone carefully is carefully staggered toward the existing neighborhood.

It was understood that both the Office Max property and the Hardage property were near the 900 East transit hub.

Core Area: *"The purpose of the core area is to provide areas for comparatively intense land development ..."*

Transition Area: *The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit-oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as **buffer surrounding neighborhoods** from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant, and other commercial land uses that are necessary to create mixed use neighborhoods.*

- *The anticipated growth was predicted with the future needs clearly articulated.*
- *The transit stations were already in place.*
- *The three RMF-35 properties were acquired with the existing multi-family zoning already in place.*

The community at large (homeowners, renters, small businesses) trusted, invested in our neighborhood, and supported this massive rezone; **TRUSTED THE CITY BECAUSE** of the careful “acupuncture” rezoning that took place.

Please consider that the data has not changed. The growth has and is happening as predicted, market rate and student housing is on the right track with the units that are being built but our lack is in affordable work force housing that is desperately needed, the neighborhood and the existing housing stock still needs protection and buffering.

Please consider forwarding a negative recommendation to the City Council as we work with this landowner to find other creative ways to meet his ROI without causing our neighbors and neighborhood harm.

With best regards,
Esther

From: [Dory Trimble](#)
To: [Booth, Meagan](#)
Subject: (EXTERNAL) comment on planning petitions PLNPCM 2023-00223 and PLNPCM 2023-01184
Date: Thursday, July 13, 2023 3:39:58 PM

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

Hi Meagan,

I'm writing with a comment on the aforementioned planning petitions; I live directly across the street from the proposed rezoned properties, and have lived here for nearly 4 years.

While we're close to 400 S, this is an unusual block. My immediate neighbors, although all renters, have mostly been here for even longer than I have — some for 6 or 7 years. There's a sense of community here, and of permanence. The absence of shiny new apartment buildings on our block is unusual, and it's something many of us value immensely.

I've seen buildings like the one being proposed go up elsewhere on 400 S, and watched as the urban landscape shifts around them — a total lack of pedestrians, a radical increase in street traffic with the introduction of underground parking garages, and the comical, halfhearted implementation of "commercial mixed use" — the Chipotle and its affiliated four-stall parking garage on 400 S between 800 and 700 E feels like about as good as it gets, and I wouldn't describe it as a paragon of urban planning. It's also worth noting that the residences further in on the 800 E block are currently occupied by tenants, and have been, consistently, for years.

Yes, something should replace the vacant Pizza Hut, but another expensive, poorly constructed, massive, multistory apartment building will not enrich this neighborhood. This project will displace existing tenants, damage the walkability of our street, and force us all to endure an extended construction project that will have noise and access implications. Further, 800 E is an essential bike corridor; a construction project would likely inhibit access, and the increase in street traffic would increase objective hazards for cyclists.

I strongly oppose the proposed rezoning, and would be happy to discuss these concerns at greater length at your convenience. Thanks very much!

Best,
Dory Trimble
Resident, [REDACTED] S 800 E

From: [mahark mahark](#)
To: [Booth, Meagan](#)
Subject: (EXTERNAL) Hardage Petition Comment
Date: Saturday, July 15, 2023 8:00:25 PM

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

Dear Ms Booth;

We received your notice, and carefully read the Online Open House for the Hardage proposal. We live at 744 East 300 South, since 2003, and on the block since 1987. Needless to say, we are invested on the ground, like many of our long-time neighbors.

It is good to see Hardage considering improving the corner, and we read through their thought process on the development. We appreciate their consideration of maintaining the "4" plex (it was historically a duplex until the 1990's), and the creative use of open space to help with the step down. But the current zone TSA-UN-T was established on the block after much process and input from the community for a reason. TSA-UN-C above 700 East is only on the southside of the corridor for a reason. The reason is **LIGHT ACCESS**. The small properties to the north will lose light access, in particular in the winter months. A 75 foot building will cast a shadow twice its height on the shortest day of the year, and if you tell Hardage it is OK, then what about the rest of the block and zone? This was a serious consideration at the time, and even more so now as solar access is increasingly important for energy needs. Back in the day we were a big part of making sure we & our neighbors would not be living in someone else's shadow while still allowing reasonable future density (TSA-UN-T)

We personally will **not** fight to maintain historic housing stock, though we note it is a shame to lose it. So what if it is across from a Del Taco? Their residential development will be across from a Del Taco as well, so their pointing this out is not much of an argument to tear two existing houses down. Mind you, the empty lot north of the corner is empty because of Hardage or its predecessor -- the Resident Suites took it down as open space for their complex in the 1990's.

If they want to develop, do it within the given Zone that was established after much process. If it does not make business sense, then sell off the properties and let someone else figure it out, I am sure they will have buyers for the existing residents, and something more modest could be built on the remaining property. Any precedent established with this development will inform all developers that you can buy the cheaper land out of the downtown core, and get an upzone in the name of housing and get a lot more money for your square foot of land. We're sure their planned units are indeed nice--for those that can afford to live in them.

Sincerely,

Maha Barrani and Mark Rex

From: [Booth, Meagan](#)
To: [Hulka, Andrew](#)
Subject: FW: (EXTERNAL) Comments re: PLNPCM 2023-00223 & PLNPCM 2022-01184
Date: Thursday, August 17, 2023 12:33:24 PM

From: richard huntsman [REDACTED]@gmail.com>
Sent: Thursday, August 17, 2023 10:59 AM
To: Booth, Meagan <meagan.booth@slcgov.com>
Subject: (EXTERNAL) Comments re: PLNPCM 2023-00223 & PLNPCM 2022-01184

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

Hello,

I'm the owner of the duplex on 749/751 E Linden Ave, which is adjacent to the proposed project (on the north side of Linden Ave). I'm strongly opposed to this project for two reasons.

- Parking. I understand that there is a transit stop and that parking requirements are reduced. The problem is people still use cars and need parking. There are many homes on Linden which have no parking and the people who live there park on Linden Ave (both sides where the proposed project is. This project would greatly diminish the amount of parking while dramatically increasing the amount of traffic and parking spaces needed. Is there a plan/proposal to preserve parking for existing residents such as designating certain streets for permitted parking for residents who live there and have no where else to park?
- Simply put, this will greatly diminish the character of the neighborhood. Go ahead and build high and dense along the 400 S corridor. Why would you extend that to a quiet residential avenue. Take a walk down that portion of Linden ave. It is a peaceful, quiet, walkable community where people know their neighbors. This will utterly destroy that character and will result in diminished property values for those who have owned/lived there for a long period of time.

Thank you for your consideration.

Rich Huntsman
801 [REDACTED]

From: [REDACTED]@xmission.com
To: [Hulka, Andrew](#); [Booth, Meagan](#); [Planning Public Comments](#)
Cc: [Valdemoros, Ana](#); [Council Comments](#); [Mayor](#); [East Central](#)
Subject: (EXTERNAL) comments in opposition to Hardage Hospitality rezoning
Date: Wednesday, August 23, 2023 8:38:11 PM

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

To: Salt Lake City Planning Staff and Commission
From: Rich Wilcox, District 4 East Central Resident
Re: Petition Numbers: PLNPCM2023-00223 – Hardage Hospitality Rezone & PLNPCM2023-00401 – Hardage Hospitality General Plan Amendment (GPA)

Dear Planning Staff and Commissioners,

I am opposed to the proposed rezoning at these properties at ~800 E 400 S. Please reject the proposals and forward a negative recommendation to the City Council.

The current zoning was set in 2012 with the 400 South area plan. It is consistent from 700 E to 900 E along the north side. It is called transition for a good reason. It was designed to buffer the adjacent neighborhoods to the north from excessively large and tall new construction. This is still important today as a decade ago. Spot zoning these properties is not appropriate.

The TSA-UN-T zoning already allows for a new building that could be 5 stories high and have dozens of apartments. The owners want an up-zone to construct an even bigger, out-of-scale market-rate generic-looking building like so many others that have been sprouting up along this street and nearby.

The existing zoning should give the owners plenty of opportunity to build a more appropriate project. Please do not grant an up-zone for them.

According to the Housing Salt Lake Plan,

- "Despite a housing construction boom, housing prices suggest a shortage of housing supply overall, but especially housing that is deeply affordable (affordable to renters earning 30% of AMI or less), with demand for housing outpacing supply." and
- "There is a mismatch between the types of housing the market is producing and the needs of the community. Residents perceive that most new housing is "luxury" while many desire more affordability throughout the city. Additionally, residents want more "missing middle" housing and more family-sized housing."

This project will not provide any new deeply affordable – or even affordable – housing. They owners say they will tear down the two houses to the north that will remove currently affordable housing and historic buildings that contribute to the character of our neighborhood. There is no guarantee they would actually restore and maintain the small historic apartment building. 800 East is a key bicycle route. The proposed level of parking and housing units would dump cars coming in and out of the parking garage

onto 800 E instead of 400 South. This would degrade the safety and comfort of the bikeway as well as pedestrians on the sidewalk. I do support replacing the closed Pizza Hut building on the corner and the neglected lot to the north. This should be done in the existing TSA-T zoning, however. I encourage the owners and architects to go back to the drawing board and come up with a better plan within existing zoning that preserves the historic buildings, better fits the neighborhood with appropriate massing and scale within the larger area not just the properties owned by this company.

Sincerely,

Rich

Rich Wilcox
District 4 resident

From: [Monica Hilding](#)
To: [Hulka, Andrew](#); [Booth, Meagan](#); [Planning Public Comments](#)
Subject: (EXTERNAL) Open House comments in opposition to Hardage Hospitality rezoning
Date: Thursday, August 24, 2023 4:16:25 PM

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

To: Salt Lake City Planning Staff and Commission

Re: Petition Numbers: PLNPCM2023-00223 – Hardage Hospitality Rezone & PLNPCM2023-00401 – Hardage Hospitality General Plan Amendment (GPA)

Dear Planning Staff and Commissioners,

I am opposed to the rezoning at ~800 E 400 S. I attended the East Central meeting where this was presented. I asked about about green building and alternative energy and they said they were not doing anything beyond code. I do not see what benefit the community would get with them tearing down historic houses, putting in a massive generic apartment building, and failing to do anything to save energy and reduce emissions while the climate crisis accelerates.

It will also be all market rate rental prices, no affordable housing.

This is already transition TSA transit area zoning. They can build 50 or so units already according to their presentation. This option seems to fit the location, scale and appropriateness of the area. The existing zoning should give the owners plenty of opportunity to build a more appropriate project.

Please do not grant an upzone for them. That only gives them windfall profits and drives increasing land prices all around. It also encourages other investors to compete with people hoping to buy homes and live in them. Instead investors outcompete with cash offers, turn them into rentals, and then often ask for rezones for teardowns. This is harming our area and keeps happening all around us. I successfully organized our neighborhood to block such a rezoning on 200 S for 5 houses that are adjacent to my home. The owners claimed they would tear them down anyway even without a rezoning. Well, that has not come to pass. Instead, the owners have been cleaning up, rehabbing, and reinvesting to fix up the historic houses as rentals. One of those renters has established a small garden that he waters from recycled plastic bottles as there is no water access to attach a hose. Good things can happen when city officials call developers' bluff and say no to inappropriate rezoning proposals.

The biggest need right now is deeply affordable housing and also larger rental or owned housing for families. This does not meet the need.

The current zoning is already high density. Transition is the correct zone. They should be able to design something to work within it.

Please reject this proposal and send a negative recommendation to the City Council.

Sincerely,

Monica Hilding

From: [Booth, Meagan](#)
To: [Hulka, Andrew](#)
Subject: FW: (EXTERNAL) Rezoning and amendment of land use use for Parcels 16-05-303-017, 16-05-303-034, 16-05-303-28
Date: Monday, August 7, 2023 1:40:31 PM

From: Travis Coe [REDACTED]@gmail.com>
Sent: Monday, August 7, 2023 1:27 PM
To: Booth, Meagan <meagan.booth@slcgov.com>
Subject: (EXTERNAL) Rezoning and amendment of land use use for Parcels 16-05-303-017, 16-05-303-034, 16-05-303-28

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

Hello,

My wife and I have been back east visiting family and just got this letter regarding the request to rezone Parcels 16-05-303-017, 16-05-303-034, 16-05-303-28.

I understand we have missed the deadline but wanted to let you know we are opposed to this change in maximum building height and use. We feel it will negatively affect the historic neighborhood and does not fit in with the surrounding homes, most importantly the height! Parking is also already in short supply in this area and higher density housing will add to this, parking structure or not, there will be more vehicles in the area. Mostly it will negatively affect the historic charm of the neighborhood, and should not be allowed.

Please take this into consideration.

Thank you,
Travis and Kristie Coe at [REDACTED] Linden Ave.

ATTACHMENT G: Department Review Comments

This proposal was reviewed by the following departments. Any requirement identified by a City Department is required to be complied with.

Engineering: Scott Weiler, PE // Engineer VII // scott.weiler@slcgov.com

No objections.

Building: Heather Gilcrease // Building Systems Analyst II // heather.gilcrease@slcgov.com

There are no comments for Building Code during this phase of the development process.

Fire: Douglas Bateman // Fire Protection Engineer // douglas.bateman@slcgov.com

No comments related to the Zoning amendment.

Additional comments for design review:

- Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into; and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility.
- Fire apparatus access roads shall have an unobstructed width of not less than 20 feet for buildings 30-feet and less, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches. Buildings greater than 30 feet shall have a road width of not less than 26 feet. Fire apparatus access roads with fire hydrants on them shall be 26-feet in width; at a minimum of 20-feet to each side of the hydrant in the direction of road travel.
- Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (80,000 pounds) and shall be surfaced to provide all-weather driving capabilities.
- The required turning radius of a fire apparatus access road shall be the following: Inside radius is 20 feet, outside is 45-feet
- Buildings or portions of buildings constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official. Additional fire hydrants may be necessary dependent on total square footage and required fire flows in accordance with IFC appendix B and C
- Fire department connections shall be located on the street address side of buildings, fully visible and recognizable from the street, and have a fire hydrant within 100-feet on the same side of the street.
- Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.
- Aerial fire apparatus access roads shall be provided where the highest roof surface exceeds 30 feet measured from grade plane. For purposes of this section, the highest roof surface

shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Some exceptions have been added by SLC; those can be obtained from this office.

- Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders. Aerial access routes shall be located not less than 15 feet and not greater than 30 feet from the building and shall be positioned parallel to one entire side of the building.
- Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.
- Any occupied floor or rooftop greater than 75-feet above the lowest level of fire department access will be considered a high rise and will need to meet all applicable requirements

Transportation: Jena Carver, PE // Transportation Engineer // jena.carver@slcgov.com

I am concerned that a change to TSA core zone eliminates the requirement for on site parking. The property is not located in a core zone where parking can be absorbed by other uses and the transit availability is not as high as in the urban core.

Sustainability: Debbie Lyons // Sustainability Director // debbie.lyons@slcgov.com

Sustainability has no comments on this application.

Police: Lieutenant Andrew Cluff // Executive Officer to the Chief // Andrew.cluff@slcgov.com

I don't have any issues with the requested rezone from a public safety standpoint. The plans look good. The only recommendations I would have are once final approvals are given and development begins that the property manager reach out to the Police Department to open communication and develops plans for enforcement of the property, ensure a good maintenance plan is in place to mitigate crime through environmental design i.e.-cutting back trees and such.

Public Utilities: Ali Farshid, PE // Development Review Engineer // ali.farshid@slcgov.com

Public Utilities has no issues with the proposed rezoning.

Additional comments have been provided to assist the applicant in obtaining a building permit and for the development phase. The following comments are provided for information only and do not provide official project review or approval.

- Public Utility permit, connection, survey, and inspection, and drainage connection fees will apply. You may call 801-483-6727 to obtain the latest fee schedule.
- All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.
- All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18" minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12" vertical separation from any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12" vertical separation from any non-sewer utilities.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners.
- Parcels must be consolidated prior to permitting.

- Site utility and grading plans will be required for building permit review. Site utility plans should include all existing and proposed utilities, including water, irrigation, fire, sewer, stormwater, street lighting, power, gas, and communications. Grading plans should include arrows directing stormwater away from neighboring property. Please refer to APWA, SLCDPU Standard Practices, and the SLC Design Process Guide for utility design requirements. Other plans such as erosion control plans and plumbing plans may also be required, depending on the scope of work. Submit supporting documents and calculations along with the plans.
- Applicant must provide fire flow, culinary water, and sewer demand calculations to SLCDPU for review. The public sewer and water system will be modeled with these demands. If the demand is not adequately delivered or if one or more reaches of the sewer system reach capacity as a result of the development, a water/sewer main upsizing will be required at the property owner's expense. Required improvements on the public water and sewer system will be determined by the Development Review Engineer and may be downstream of the project. A watermain and sewer main upsize is highly likely for this project and its scope and extent will be determined once the water and sewer demands are submitted by the applicant.
- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.
- Stormwater treatment is required prior to discharge to the public storm drain. Utilize stormwater Best Management Practices (BMP's) to remove solids and oils. Green Infrastructure should be used whenever possible. Green Infrastructure and LID treatment of stormwater is a design requirement and required by the Salt Lake City UPDES permit for Municipal Separate Storm Sewer System (MS4).
- A Storm Water Pollution Prevention Plan (SWPPP) will be required. It is recommended to use the State of Utah SWPPP template. Ensure that it includes all relevant contacts, the Utah State Construction General Permit, Salt Lake City Notice of Intent (NOI), any relevant figures, and is signed by the Author, Owner, and Operator.
- A stormwater detention, retention, and treatment is required for project with 1 acre or larger footprint. A full Technical Drainage Study must be submitted for this project to discuss, quantify, and provide calculations and a basis of design for these requirements.
- Installation of street lights may be required for this project. Please contact the SLCDPU's Street Light Program Manager at David.Pearson@slcgov.com or +1-801-483-6738 for more information.
- There will be more detailed Public Utilities comments which will be provided once the project is officially submitted to the city for review.