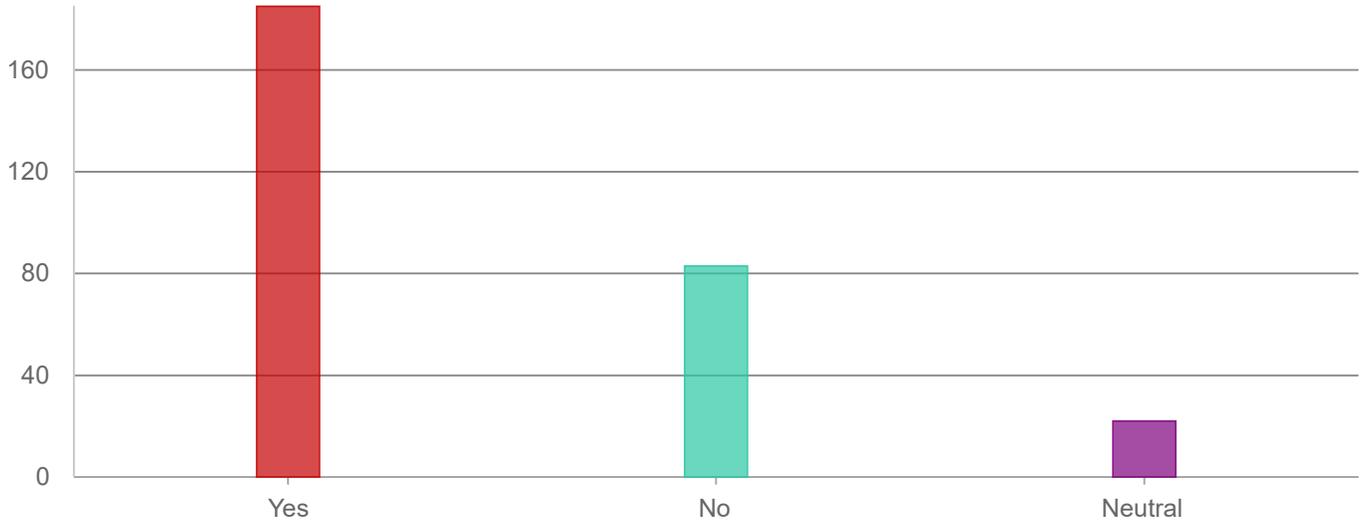


# Single-family and Middle Residential Neighborhoods

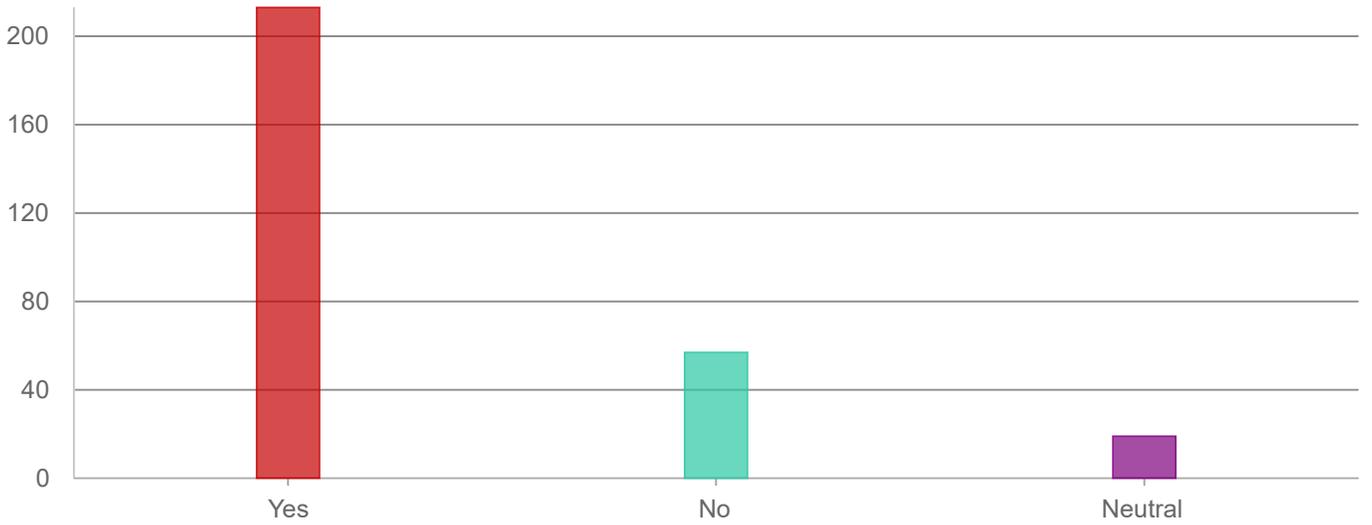
## Accessory Dwelling Units (ADUs)



Answers	Count	Percentage
Yes	185	63.14%
No	83	28.33%
Neutral	22	7.51%

Answered: 290 Skipped: 3

## Duplex/Two-family Units

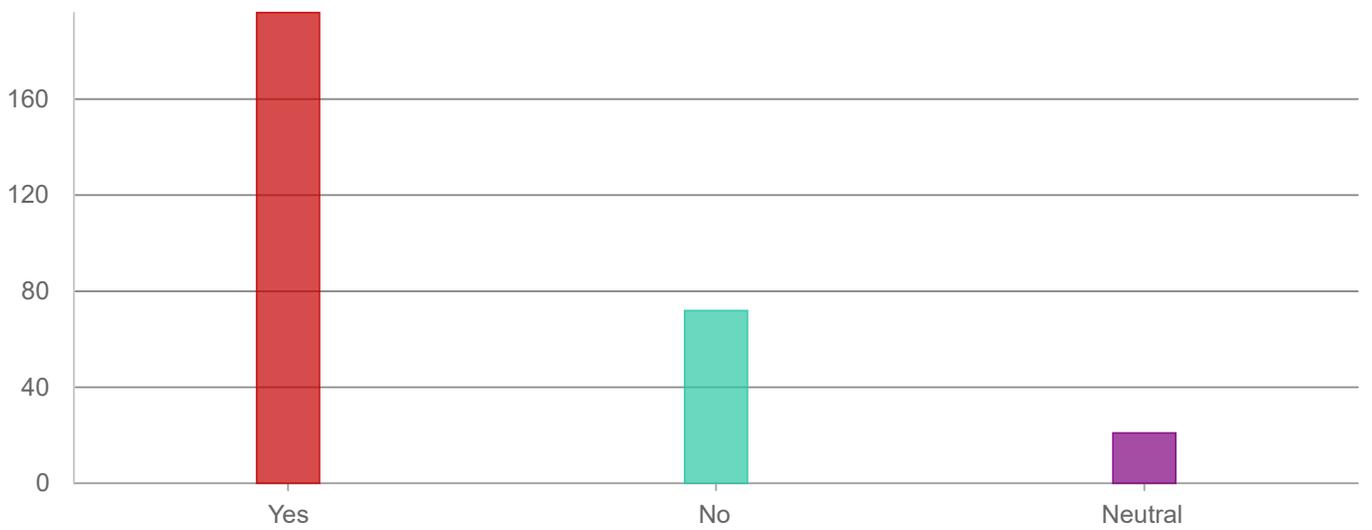


**Answers** **Count** **Percentage**

Yes	213	72.95%
No	57	19.52%
Neutral	19	6.51%

Answered: 289 Skipped: 3

**Townhomes - Transit**



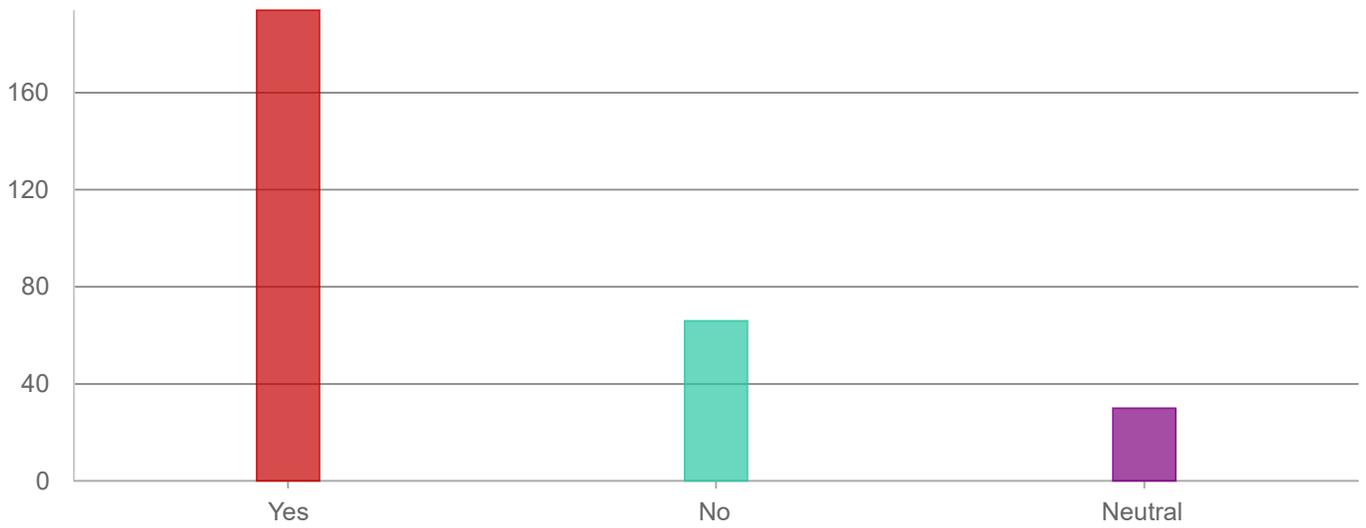
**Answers** **Count** **Percentage**

Yes	196	67.12%
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No	72	24.66%
Neutral	21	7.19%

Answered: 289 Skipped: 3

### Townhomes - Arterial Roads



#### Answers

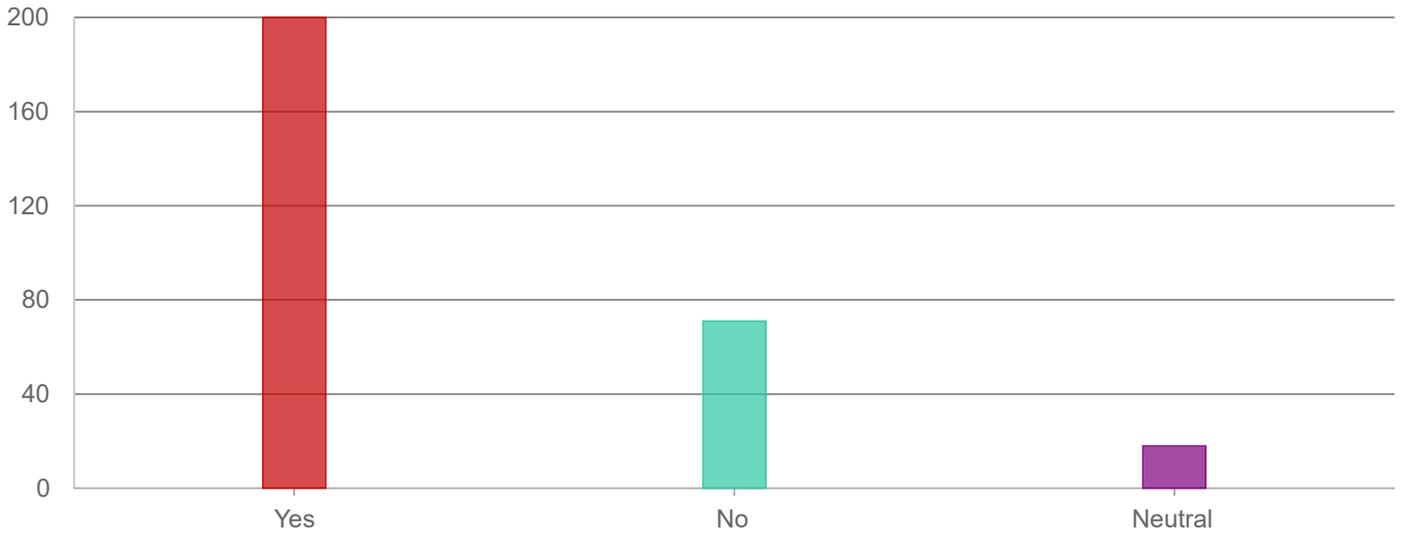
#### Count

#### Percentage

Answers	Count	Percentage
Yes	194	66.44%
No	66	22.6%
Neutral	30	10.27%

Answered: 290 Skipped: 2

### Tiny Houses and Cottages - Transit

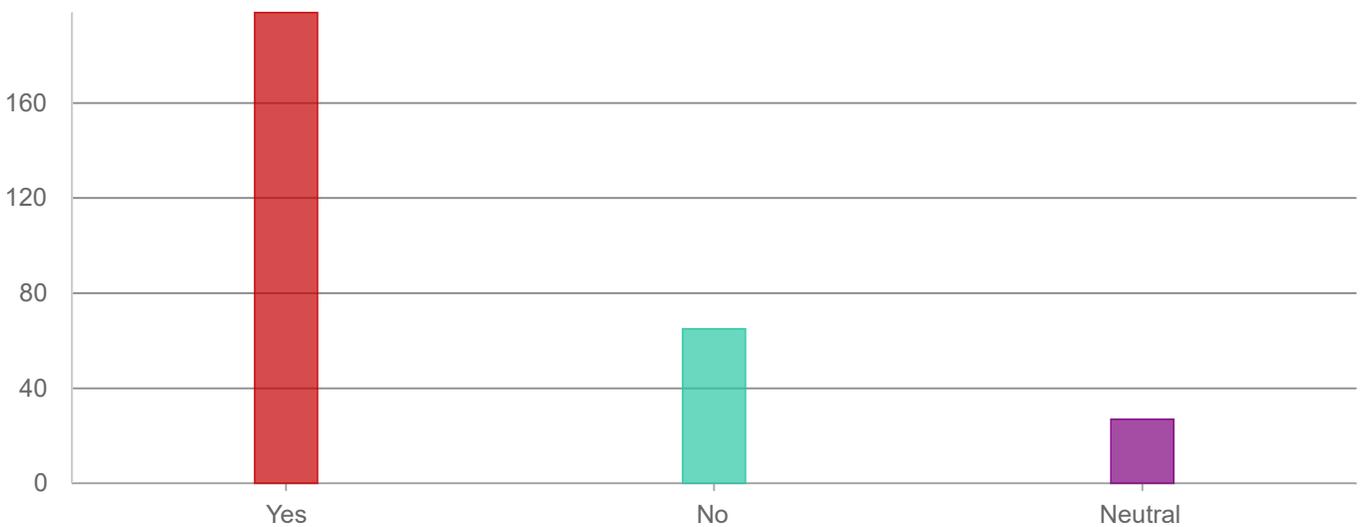


**Answers** **Count** **Percentage**

Yes	200	68.49%
No	71	24.32%
Neutral	18	6.16%

Answered: 289 Skipped: 3

### Tiny Houses and Cottages - Arterial Roads



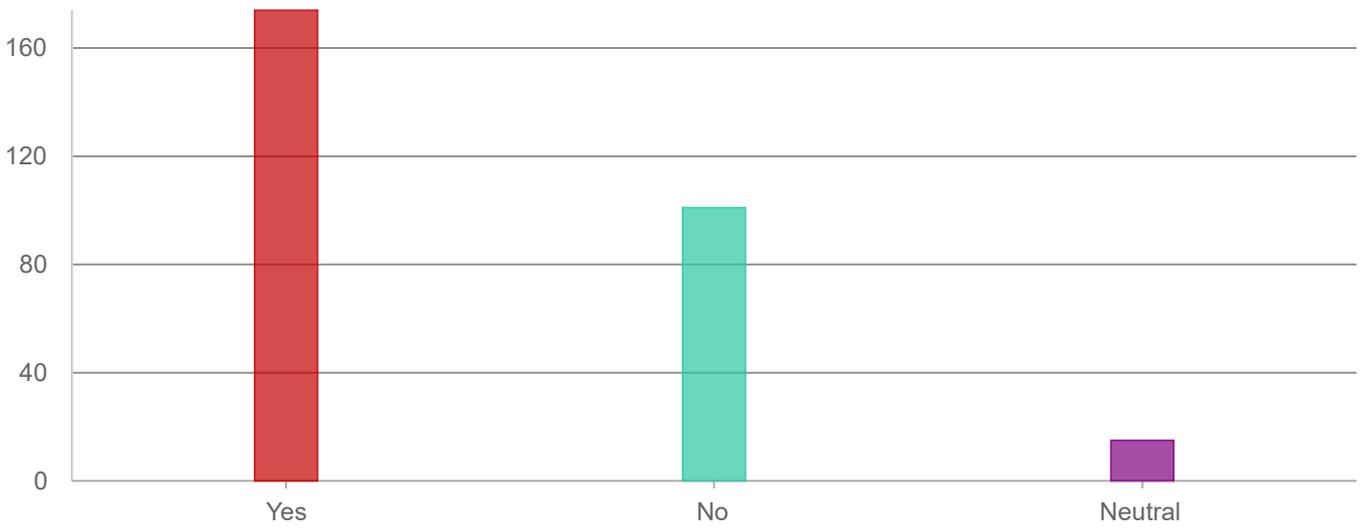
**Answers** **Count** **Percentage**

Yes	198	67.81%
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No	65	22.26%
Neutral	27	9.25%

Answered: 290 Skipped: 2

### Density Limits



### Answers

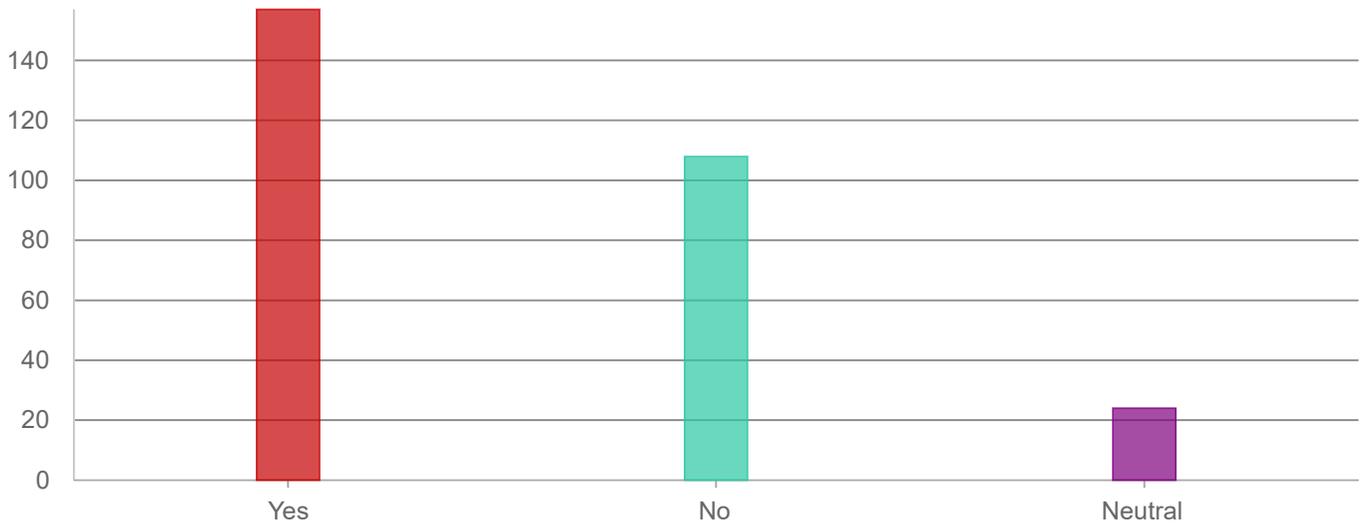
### Count

### Percentage

Answers	Count	Percentage
Yes	174	59.59%
No	101	34.59%
Neutral	15	5.14%

Answered: 290 Skipped: 2

### Reducing lot requirements



**Answers**

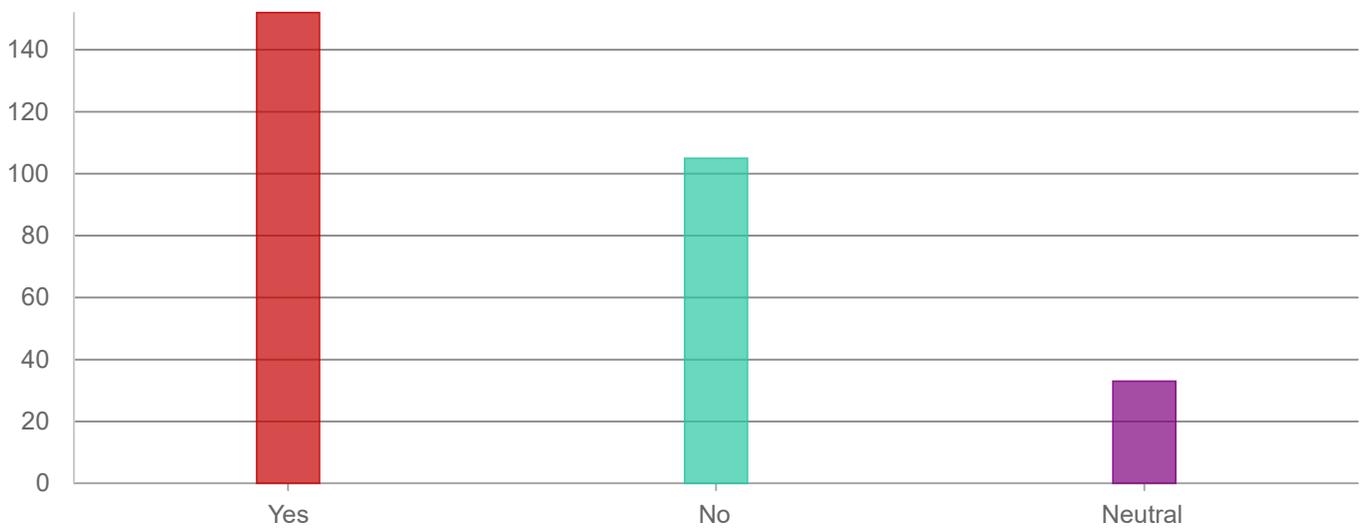
**Count**

**Percentage**

Yes	157	53.77%
No	108	36.99%
Neutral	24	8.22%

Answered: 289 Skipped: 3

**Lots without street frontage**



**Answers**

**Count**

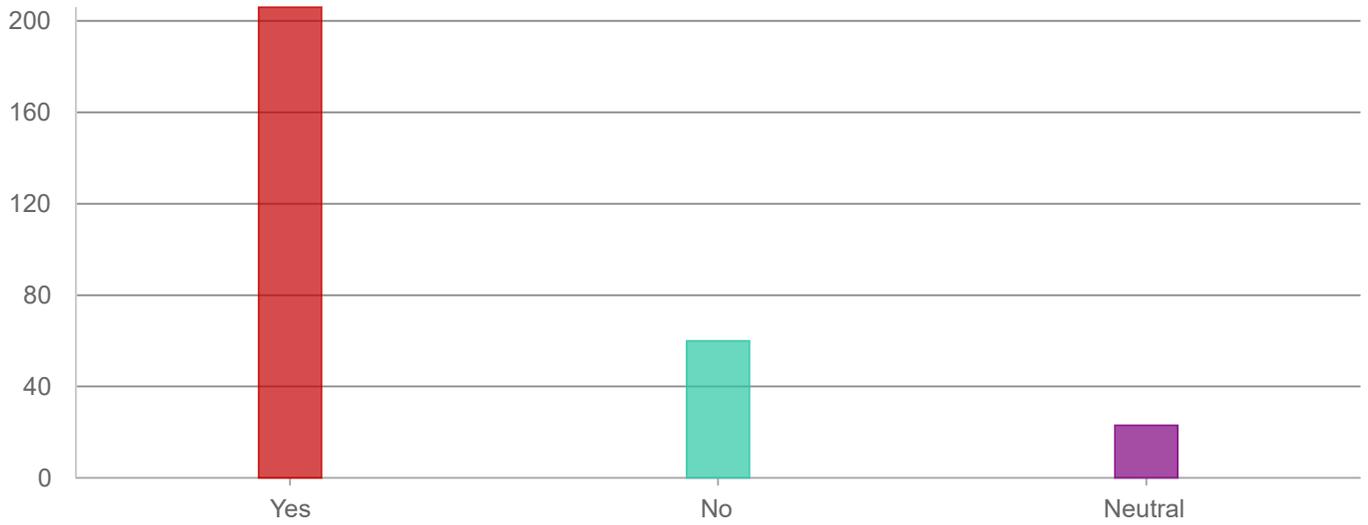
**Percentage**

Yes	152	52.05%
-----	-----	--------

No	105	35.96%
Neutral	33	11.3%

Answered: 290 Skipped: 2

### Adaptive reuse



#### Answers

#### Count

#### Percentage

Answers	Count	Percentage
Yes	206	70.55%
No	60	20.55%
Neutral	23	7.88%

Answered: 289 Skipped: 3

### Administration of program



You need to STOP giving parking space variances to multi unit buildings. You can barely get up and down the street for all the cars parked from overflow from multiple unit dwellings. If there is a housing shortage, why are we allowing hundreds of apartments to be built everywhere that rent for well over \$1000 per month. Also, why is there a housing shortage when I am constantly reading studies that say more people are moving out of Utah than into it?

1

You hide these surveys on your webpage, and then make decisions based on a very statistically small number of replies. This proposal may very well destroy single family neighborhoods as well as the character of our established neighborhoods. Many people worked their entire lives and earned the right to be able to choose a single family home in a quiet neighborhood. Now, the City wants to take that away from them. At the same time that the City is restricting traffic flow throughout the city, its trying to jam as many people as possible into every neighborhood. It is inevitable that many of these units will become nightly rentals, or AirBnB's, with the City just looking the other way. Parking requirements are a joke. People have vehicles, they have visitors, they have friends. Mass transit is not viable for everyone, and lately, it has become unsafe. Safe parking at your home should be required. [Name Redacted] said it all.

1

You have my complete and full support of creating more affordable housing opportunities in Salt Lake City! Please do what is ever necessary so that all people who live in our great city have equal chance of living and enjoying housing!

1

You guys are over planning density and flooding Neighborhoods with traffic and parked cars, then you want to hide behind "Equitable Government" and aren't engaging residents to solve the issues your planning is causing. This city needs a gut check in the way you plan and monitor developers, and if sustained and responsible planning is a feel good phrase stop using it, as the issues and problems are starting to outweigh the benefits. Getting city resources to address the issues caused by your short sided planning is a nightmare, and you push these initiatives and people are too busy to engage and we end up as communities trying to solve the issues you're creating, and then you don't listen to the community. Maybe it's time kick the can governance. Comes to an end and we slow down development and start solving the problems we have. We all know developers say what they need to get the permits, then they repeatedly fall short or under deliver. Enough is enough SLC, get your act together.

1

With all of the City involvement in the funding/construction of affordable housing, there needs to be a centralized system to track the deed restrictions.

1

Why do all of your "surveys" have to have an agenda? I support all of these questions about increased density regardless of the affordability portion of each question!

1

Why are you trying to ruin our beautiful neighborhoods by cramming in substandard, cheap, ugly, crowded, with less oversight, houses/apartments/adu's?? This is a race to the bottom to ruin our city! Let the market dictate who can live where! All you are doing with this is wasting \$ & giving away other people's \$ to pay for subsidized housing for someone else! Face it, not everyone can live wherever they want to live! I want to live in Federal Heights. What are you going to do to make it so I can live there?? We all can't live there. I guess if I can't afford to buy a house there then I don't get to live there. Oh well. It's very simple, let the market do the work and the city will hopefully re-gentrify and become a more beautiful place to live. I hate all of these ideas! If you want to do something useful for housing for the city, try advancing more housing in the core of downtown. More condo towers and high rises will bring some life to our city, but don't gut our neighborhoods!

1

Where are all the new residents going to park ? Typical rental units are occupied by two people with two vehicles. 1  
 Parking needs to be accounted for. There being a shortage of housing, if parking were provided, allowing market rates would be progress, and would require less city money for administration.

Well intended and educated planners have, over the years, come up with many ideas for affordable housing. However, after being a real estate developer for over 50 years I have learned that there is never, and I mean NEVER really affordable housing. This is a perhaps a possibility but it is so cumbersome and regulated that I'm against it because the City so poorly regulates it's zoning and building codes now as they exist. This program would require twice or more the monitoring and enforcement. If our city was currently, or had demonstrated up to this point that it really could enforce it's codes and ordinances then it would be possible. But a promise is not enough. So let's start by enforcing the existing regulations. 1

We should just abolish single family zoning. It was conceived as a racist system of exclusionary zoning, increases air pollution, makes housing unaffordable, and decreases the viability of transit. I really like this attempt at tying density to affordability as it forces NIMBYs who say "well none of this housing is affordable anyway" to put up or shut up, but I still think we are thinking too small. 1

We need to open up more land to create affordable housing. This has to be a holistic approach--we also need to think about things like transit. The city should also entirely drop parking minimums. Other cities have done so and seen great success. Making Salt Lake City a more walkable, transit friendly city will open up a lot of space for housing, and also make the city a nicer place to live. 1

We need more housing, period. Especially in locations near walkable amenities and transit like 9th and 9th and Liberty Park. 1

We need more density in the city to accommodate the growth and allow SLC to be a city for everyone. 1

We need more affordable housing! This household supports more affordable housing in Salt Lake City! A huge caveat is that affordable housing is often built cheaply and poorly so that the structures look decrepit after only a few years. I think that we essentially need to have an oversight committee, that would act similarly to an HOA, and would have guidelines as to what kind of construction/design matches the neighborhood and what quality of materials need to be used. It seems like many building construction groups know that because the units they are building are for affordable housing, they know they won't make as much, and then cut corners. This is a vicious cycle where neighborhoods then dislike seeing affordable housing come up in their area, not necessarily because they don't support the idea, but because they don't want to live next to a cheap structure. This is what I think gives affordable housing a bad reputation, so if you can address that issue, you will get more support! 1

We need more affordable housing to sustain and grow our economy and to support all the residents in our great city. However, I believe that it needs to be done properly and I strongly support the city allocating staff and resources to make sure that it is done correctly and in the best interest of all of the residents. 1

We just saw an ADU approved in our area that will be used as an Airbnb. I do not think this was ever the intention of planners. I am against this use of approved ADUs. It certainly doesn't meet the need of providing more affordable housing. 1

We desperately need affordable housing here in Sugarhouse, where I have lived for 25 years. I am very concerned, however, with allowing new construction to construct half the parking spaces now required. The parking situation is bad as it is, and just because buses are accessible does not mean that people will use them. Affordable housing is important, easing some restrictions is a way to go, however loosening parking requirements, density and lot requirements will only turn a once-charming neighborhood into a crowded mess. It's halfway there already.	1
Voluntary bonuses are good idea versus mandates. There needs to be some consideration for parking in established neighborhoods but otherwise, two-thumbs up for this proposal.	1
Until you require off street parking for these said units I will actively oppose your efforts to upzone by dictate	1
TINY HOUSES! :-)	1
This survey seems biased with a set agenda, not really designed to gauge full resident feedback. It references a prior survey without detailing specific numbers from that survey, as if it cherry picks only results to influence certain desired responses in this survey. It's not scientific or comprehensive and should not be used to set policy or influence changes. Increasing density and decreasing home/unit size and softening approval processes will only enrich developers and lead to the destabilization of stable neighborhoods.	1
This sounds like creating rent controlled housing like I read about in SF and NY. Its creates poor motivations for both the renter and for the landlord. Not a good idea. Build enough housing for the community like is being done in Sugarhouse, and change the rules so places like the old Zephyr can be torn down and rebuilt with housing, and the market will manage the prices. Rent control is not good for anyone. Please don't do this. Reducing parking provisions from 2 to 1 only puts more cars along the street choking the flow of traffic. Not a good idea.	1
This is an urgent issue. I thank you for addressing it and hope we can ease the cost of housing.	1
This is a hard survey to take. What keeps coming up for me is that there is no way to enforce any of this without creating a huge bureaucracy. I cant imagine renting an adu on my property or a duplex and having to get copies of tax returns for EVERY renter. How do you keep them from cheating ? What kind of tricks are people going to come up with. The entire calculation of 30, 50 80% of minimum income, the real number of individuals in a house. We are not set up for this level of intrusion or bureaucracy. I favor of low cost housing especially along transit routes. developers will making out like bandits. What is the bookkeeping on the current affordable housing created past 5 years? Who checks, how do you verify. Have rents been kept down? Provide results of enforcement and rates charged in apartments already constructed. You must provide green space. you can gave over the place. Trees, pocket parks, play equipment and quality of life matter, not just a fast buck or solution.	1
This community already has a dense population and has been built in heavily for apartments. There have been several new apartment buildings. There are already parking issues. The Ballpark is located in this community and when the games are in season the parking and congestion are unbearable. Please do not build anymore high density housing here,	1
These types of housing should all be allowed by right without deed restrictions. The more conditions the city puts on building these kind of structures, the less they will be built and those that do get built will be built by large institutional players. If you want to allow homeowners or regular people to build ADU's, cottages, flag lots, etc, then don't attach all these strings.	1

These recommendations appear to be more of a symbolic gesture than a legitimate catalyst to spur the development of affordable housing. Most of these modifications to our zoning ordinances should be allowed city-wide, by right, with no conditional use applications or requirement to verify future renters' income. Requiring property owners to verify income of their future renters before they are can build an ADU, convert their home to a duplex, or subdivide their single-family zoned lot adds additional bureaucracy and cost to an already-expensive endeavor. Additionally, this requirement will be likely be difficult to enforce and will stifle these types of additions to our housing stock. If the City truly wants to incentivize developers and property owners to build more affordable units, the first step would be to minimize bureaucracy, regulations, impact and development fees, and simplify Salt Lake City's already-byzantine development requirements. *[Name Redacted]*

These questions are too limited. I support the concepts as long as off-street parking is available for every unit and green space large enough for minimal play equipment (a swing set) for units intended for families is available.

These plans need to be 100% affordable. Developers are extorting our city and pushing out the people who work here at your minimum wage \$7.25. All the servers, grocery store clerks, etc will not be able to live and work in SL C unless you make the city affordable. You have the rich in the east and sugar house, where they want to stay. Please let us blue-collar workers stay where we are. I'll say it again, these plans need to be 100% affordable.

These plans make sense, but I feel that they need to go along with an improvement of public transport (i.e. bus and light rail) and infrastructure support for active transportation modes (i.e. bicycle and walking) to handle the increased population density.

These are all great starting points but how will the city encourage private homeowners or small, local developers to be a part of these projects. There is already such a high amount of outside developers building high density housing, including affordable housing, which is needed but can push out the people who currently live in the area. Construction costs are so high, even to just create an ADU, why would an average resident put one in and then make it affordable? There needs to be more widely known incentives and an easier process. I am all for adjusting zoning to create more housing but to put housing on alleys or no street frontage properties puts low income people into a small box that not all people fit into. We need less small unit affordability and more family sized affordable units, otherwise the city will continue to push families outside the city to find larger affordable housing.

These are all great ideas to increase the amount of affordable housing in our city with minimal impact on existing neighborhoods. Keep up the good work.

These are all good steps that I am really glad to see, but don't go nearly far enough. While I appreciate the attempt to create incentives for affordable housing development, I'd rather see REQUIREMENTS. Allow townhouse, 2/3/4plex, ADUs, tiny home/cottage development by right EVERYWHERE in the city regardless of income. REQUIRE new developments of 3+ units to deed restrict 1/3 as affordable. I want more high density luxury development in the fancy areas (east bench R-7000/12000 upper avenues) to divert the already wealthy there instead of further gentrifying elsewhere. I support abolishing parking minimums across the board. Developers and homeowners would of course still be able to add this luxury amenity to their properties. That we would then need to better address pedestrian, cycling and transit infrastructure is a feature of abolishing parking mins.

There's not a survey question around parking. I do not agree with reduced parking requirements, even if the units are located near transit. Reducing parking will just create problems that will have to be solved in the future.

There must be permitting and changes must be agreeable to the neighborhood, not just to the individual, otherwise you will end up with some neighborhoods becoming less desirable or even slum-like. There is a real concern that in the rush to provide affordable housing there will not be the infrastructure to support increased traffic. Many neighborhoods may have a lot to support a duplex or small cottage but not the road, car space, etc. Salt Lake is not like cities where the mass transit really allows people to live without a car. Here, even with mass transit, a car is necessary to get to stores, get groceries, and even doctors. I can see allowing an increase in height downtown but not in the residential areas. Coronavirus is likely to put certain businesses out of business, and I could see those properties being bought and converted (like the Sears building) but to just allow high rises without consideration of the adjoining areas is just poor form. Other concerns too but out of

There is a huge current upheaval in everyone's living situation at the moment, that these plans don't consider. Companies are moving towards working from home, and people are starting to see space and distance (suburbs and country) as much more attractive than city living. Before implementing these ideas, you should probably see how changes in the housing market play out over the next few years. The Covid crisis may cause a major reversal of the increasing density in metro areas, including Salt Lake, and the proposals you are making will be completely unproductive for people's new needs.

There are rental units which are single family homes rented out to college students in my neighborhood near the university. They do not take care of the landscaping, place interior type furniture out on their front porches, play loud music beyond 10pm and throw beer cans all over the neighborhood and dump their furniture on the city median strip when they move out. I really don't want affordable housing as they will dump their junk on the median strip just like the disrespectful poor college students do now...this is an almost daily occurrence in my neighborhood. No thanks guys!!!

There are many multi-story housing units that either have recently been constructed or are now under construction, in SLC. Why aren't more of these being built as affordable housing? In some residential areas, like Yalecrest, the property values are so high that it is not realistic to consider affordable housing in those areas. There are parts of the city that are perfect fits for affordable housing. Other areas are not. Affordable housing should only be built within a 1/4 mile of FIXED mass transit. Bus routes can be changed arbitrarily. This proposal is developer driven. Conditional use protects property values, and responsible development, and must be continued. Single family residents chose these areas because they are single family. In the Yalecrest area, duplexes already exist, though not noted by the maps as such. These provide housing for visiting students. We reject uncontrolled development in single family neighborhoods. We support affordable housing on major transit hubs.

There already is a problem with people on both sides of my home that are parking in the street and not parking in designated parking points. The concern is that new units should have parking off the street. Also someone approved a new condo complex on 900 E and 2700 S, however none of those are affordable and the building looks out of place. So when discussing affordable- nothing in my neighborhood is "affordable," and I believe the city needs to be stricter When approving these units. Thank you

The zoning for single family residential areas in the Nibley area of Sugarhouse, Salt Lake City is best left in the current zoning status for safety and as a desirable aesthetic part of the city. Zoning changes along the S-Line has taken place in the recent past years, including along 700 East & 2100 South to accommodate hundreds upon hundreds affordable housing units of various sizes. The streets are already unsafe with the influx of cars speeding on every street surrounding the new massive apartment & townhouse units with drivers circumventing the arterial roads. There does not need to be additional rezoning of the single-family residential areas in the southern area of Salt Lake City close to the S-line for the hope or dreams of single parent families with one or more children believing they'll be able to afford living in the area. Affordable housing seems best in areas where the high density apartment complexes have been built and continue to be built.

The State of Oregon did similar work where is literally banned single-family lots (<https://www.sightline.org/2019/06/30/oregon-just-voted-to-legalize-duplexes-on-almost-every-city-lot/>). Exclusive use of single-family zoning in cities essentially makes some areas practically exclusive to people of non-color. By banning single-family lots, we finally allow people of some ethnicities to enter the neighborhood (even if it is just as a renter); otherwise, some ethnicities are told they indirectly may not enter. Do a google search of "Minneapolis ended single-family zoning" or "Minneapolis Freed Itself from the Stranglehold of Single-Family Housing," and you'll find something similar. To their voices, I would add, let's allow all people of race and ethnicity to enter our communities without being forced into a large apartment-style complex some (i.e., NYC) call "PROJECTS." Let's not overcrowd streets by concentrating "PROJECTS." Let's grow IN our neighborhoods. *[Email Redacted]*

The simplistic nature of this survey is unfortunate. Limiting duplexes, ADUs, townhomes, and tiny houses to "up to 80% AMI" is not good enough--you must have an equal number at 50% AMI. Same for lot requirement. Flag lots should only hold cottages or tiny houses. On the question of density, no requirement for <30%AMI is asking for ugly. There is no definition of "limited" frontage. The question re adaptive reuse is pointless, as there is no specification of "a percentage" or "affordable." There is a huge difference between 30%, 50% and 80%AMI. Qualifying the by right options as long as they meet all other zoning requirements is a pig in a poke, as most of us don't know what those are. Generally, I am in favor of all of these options, but am very wary of the vague wording in this survey. There is a big difference in worry and stress between those earning 30 or 50% AMI and those earning 80%. You cannot lump them together. And one parking space per duplex is most unrealistic.

The reduction in parking stall requirements is concerning. While many of the proposed new unit locations are within 1/4 mile of public transit, SLC public transit does not yet allow one to navigate the city or the surrounding area without a car. I hope it will continue to improve, but right now it is unlikely that at least half the residents of these new housing units will not own cars. Where will those cars be parked? Without addressing this, streets and other parking locations could become quite congested.

The quality of residential Sugar house has already been lessened to a point we would not wish to continue. All questions appear to be skewed to assume the only negative is the lack of affordable housing. The existing parking conditions, overcrowding of our once peaceful neighborhoods and the loss of skyline view has gone far enough. Where did the median incomes come from...certainly not our neighborhood. EVER

The quality of life in SLC that many of us moved here for is being destroyed. I don't understand how you figure putting more people in a smaller space is progress, or how those who cannot afford to take care of themselves are going to spend what money they don't have at neighborhood business. SLC has a very difficult time enforcing current zoning laws and I have no faith that they will do so in the future. If these people need affordable housing let them find it in the suburbs. Is that not why we have mass transit. Stop the BS.

The pull quotes in used in this website were ridiculous. A family of 4 needs a 4 bedroom house? A single person can't figure out how to share an apartment with roommates? I was low income for most of my life, and that sounds so incredibly entitled that I have to assume the selection of those quotes was either intentional or people who actually need help didn't respond to the survey. I have seen nothing in these plans that address the following issues:

- 1) Are there any plans to address systemic racism in the system, or will all of these nice affordable units go to white people who don't believe in room sharing? Will it come with demands on banks to equitably lend to POC?
- 2) What are the plans for addressing air quality, water, and other environmental issues which will be further strained as the city is enlarged?
- 3) Is there any possible way that this will address actual housing needs, or will this be a drop in the bucket for a large issue and a boon for developers?

The people that do over the counter permits in our city don't care about if something is attractive. We are getting ugly garage mahal and other inappropriate buildings in our city. I don't support this kind of a blanket overlay without training and consequences to staff that don't appear to care as long as they can check the box "another housing unit added to city today". If we degrade neighborhoods, we will be a city of rental homes. We already have maybe 50% rental homes (have you ever done a survey?) These people want their rent. They don't care if the grass is mowed or 15 people live there, whatever it takes to bring in the \$\$ If you lose the neighborhood pride, the city goes down the toilet. There has to be some continual oversight. Don't hire people who don't care. You didn't mention that most of our already affordable housing stock is being redeveloped in the name of progress, here should be a big penalty for taking out an affordable unit before new unit can be built.

The last question is too open ended. People need to see to the process, but it leaves the door open for abuse by way of number of staff members, salary and job duties.

The key is "affordable." Market rate housing has a place, but the market alone will not produce affordable housing for people at 50% AMI and below (and even up to 80% AMI and below). Let's provide incentives to facilitate true affordable housing in strategic areas. Let's also make sure there is sufficient green space, integration of transportation (particularly transit), and enough bedrooms to house families and not just roommates in the affordable units. Far too many multifamily units in SLC are luxury units and 2 bedrooms or smaller. Let's make sure that alleys and sidewalks are utilized for trail connectivity. People, like me, are willing to live in smaller units if we can access urban green space like trails, school playgrounds, and pocket parks. Let's reduce the parking footprint for multifamily housing as well.

The issue of lack of housing will be a major challenge to future generations and therefore it's vital to be in the forefront before it'll be too late.

<p>The historical style of S.H. has already been inundated with multifamily dwellings, displacing quiet residential homes. A negative effect has been the influx of street parking in residential neighborhoods. Reducing parking requirements in new construction to one space would be increasingly detrimental to neighborhoods. It is the constant concern of home owners who are not able to utilize their street parking for family events and guests when apartment dwellers confiscate those parking spots in lieu of paying the apartment parking fee. The parking fee should be adjusted to be an integral part of the rental fee. Please give adequate consideration to tax paying constituents. Also, you can't give much consideration to the S-Line as a transit positive as it is not currently utilized in any significant manner by those already living in the area. It is too slow; buses and cars take less time and are more efficient. It has been an expensive experiment --a real boondoggle!</p>	1
<p>The city needed affordable housing, so you allowed rich developers to build giant, ugly apartment buildings which are not affordable at all. END THE CORRUPTION and get people involved who actually care about the people of this city instead of lining your own pockets.</p>	1
<p>The builders and companies not being held accountable on the design vs. the actual product being built. If the previous PUD's actually looked like what the plans being put forth things would be ok. But they don't they don't match the current neighborhood, or the environment</p>	1
<p>The 30/50/80% math is very confusing, and only addresses the concept of affordability based on income. But it's a starting point. The definition of "affordable housing" needs to be more comprehensive. Its not enough to be able to afford to rent or purchase a home. What about ongoing costs such as utilities. Those and other factors such as short and long term maintenance should be taken into account. Design is important too. A well designed house can minimize energy consumption through house orientation, proper roof overhang length, strategic size and location of windows, etc. These are properties of passive solar design, and don't require any special equipment or mechanical systems. Furthermore, its not only important that people be able to have access to housing, but housing that acknowledges and addresses the challenges of local and global issues (limited resources, air quality sustainability, etc.). It's a complex issue that requires multidimensional thinking.</p>	1
<p>thank you! I would love millcreek to model what you have done!</p>	1
<p>Stop using our taxes to diminish our property value!</p>	1
<p>Spreading the affordable housing throughout the city is more acceptable than having them all in one housing unit. This spreads the socioeconomic diversity throughout the city instead of resorting to "low income project housing."</p>	1
<p>Sorry to ignore the lengthy process you have already gone through but a more radical, streamlined, and equitable approach might be application of form based code throughout the city with city wide affordability ordinances targeted at people like my slumlord of a land lord who thinks owning some property is a way to make money for his investors.</p>	1

Something that needs to be addressed is design standards, in more than just Historic Zones. I suggest a balance be struck between the housing being affordable and also not made of cheap materials. The design and materials of these homes should contribute to the streetscape and add value to the neighborhood. Just because they are affordable doesn't mean that they should look cheap and last for a short amount of time. The incentive of affordable housing restrictions being lifted should also be balanced with incentivizing sustainable materials and designs that compliment the neighborhood. Mainly, not just infilling neighborhoods with stucco boxes. Potentially an affordable housing design committee could be put into place to aid in the structure design. Lessen the need for a Conditional Use Permit for ADUs - love that - but when it comes to multi-family developments, we need structures that speak to Salt Lake City's culture, not just tan stucco boxes. Thanks for this survey!

1

Some areas, such as 700 east, even with single family homes, seem fairly well suited to re-development or in-fill, of townhomes or du-plex types of buildings, if still mostly in keeping with the surrounding areas. The further away from some of these areas you go, the less these seem to help the situation, since the value of the existing home/ and are not going to be conducive to affordable housing.

1

SLC should be protecting the single family homes neighborhood which are part of our character. Putting more density on arterials increases pollution, left hand turns and dangers to pedestrians and bicyclists. State St redevelopment could increase housing by thousands of units but SLC has stalled it SLC RDA has owned and stalled development of 7 of 15 acres in Depot for decades without housing

1

SLC needs more density, period. We will not survive on single family homes alone, let alone achieve more equitable affordable housing.

1

SLC has been overrun with multifamily, market rate housing. SLC should be working with developers and property owners to increase the amount of affordable housing in existing units. Changing for the allowance of more multifamily in residential neighborhoods without an oversight process is unacceptable. There should be some oversight process between the City, Community Councils, and developers to determine if a unit is right for the neighborhood. I do not oppose ADUs and tiny homes in neighborhoods as long as the property owner is required to reside in one part of the ADU and as long as rent control measures are adhered to in both types. It is shameful that so much development has occurred within the city and yet we are still taking surveys about how to remedy the issue of affordable housing. All developments from the past 5 years as well as upcoming developments should be required to set aside 10-25% of the units for affordable housing.

1

Single family homes will lose their value if you drop restrictions and allow whatever greedy developers want!! Stop taking from those of us who have worked and saved our whole lives!!

1

Salt lake county has already reduced density limits and that has not helped ease the housing crisis, and instead just puts a lot of people on top of each other with smaller units and clogging major roadways.

1

Residential neighborhoods must maintain the look and feel of a residential neighborhood. Increasing density and affordable housing should not sacrifice the character of a neighborhood. Setbacks and frontages are important to the look and feel of a neighborhood.

1

Remove all single family zoning and no parking minimums for affordable units within 1/4" of a transit stop. We need more density immediately.

1

Please completely abolish single family zoning AND parking minimums. More density equals more diversity. Thank you.	1
Please also look at adaptive reuse of unfilled and unfillable retail space. It would have been wonderful if the closed Kmart on 2100 S could have been used for housing instead of turning into a Walmart. We'll probably have more bricks and mortar attrition in the next few years.	1
People move into R-1 residential neighborhoods to get away from high density and apartments. Do not ruin our residential neighborhoods with these proposals. Terrible. Instead revitalize the Glendale or other parts of the city that need help. DO NOT add apartments to R-1 zoning areas. What is the point of having zoning regulations when you have destructive proposals like this. Put affordable housing back on the market by limiting and regulating nightly rentals in the city. There are thousands of affordable units removed and turned into nightly hotels.	1
People buy houses in single family neighborhoods for the very reason that they are single family units. Trying to cram in a bunch of multi-family units into existing single family neighborhoods is not a fair solution to the problem.	1
Parking requirements should be increased not decreased. A number of businesses have been forced to police their lots because the nearby apartments don't have enough parking. Specifically the buildings on 400 S, Hires has had to boot vehicles. Due to the number of apartments in my area our driveway is regularly blocked and we can't have guests because there is no parking. There are a number of locations throughout the valley that could be built on and up without overcrowding neighborhoods.	1
Parking requirements are already too lax. Increased parking requirements of one spot per eligible adult should be required.	1
Our streets are already crowded with parked cars from housing without enough spaces. When the extra spaces end up not being used, residents can still use the space for other purposes that would be prevented if the developer is allowed to fill out in with more units. They unfortunately won't use the extra space for things that increase quality of life for anyone if they aren't required to.	1
Open up the northwest quadrant to affordable housing and expand bus routes. There is already too many parked cars for kids to use the streets safely. There needs to be more stringent 'streets for storage' enforcement. These density measures will make the Westside a development target that will degrade the neighborhood and decrease safety. Being honest these measures are all aimed at the Westside; there will be no impact on the Aves, East Bench or Sugar House. This is the same systemic racism that the police force is being accused of developing the disenfranchised. The aim is to obviously pack more poor people into the areas that are already low income, that, and allow well heeled people to put up ADUs for Air BnBs without much trouble. SM	1
Only allow apartments, townhomes and multi-family units on roads with mass transit, not in single family residential neighborhoods.	1
On several Sugarhouse streets, parking is a huge problem. There are many rentals in this area with multiple individuals/ vehicles per unit. There have been several times when I can't even put my garbage cans in front of my house because a renter or two from another unit has taken up all the space in front of my house. Family who come to visit frequently have to park way down the street. That is not okay! In addition, the main arteries in Sugarhouse are very congested now. In drawing up plans for more units in a given area, traffic flow cannot be ignored.	1

Na	1
My primary concern with adding housing units of any kind relates to lot size and street congestion. Yes, transit is very desirable. But almost everyone also wants/has a car. Parking, driveway space, garage space are at a premium. Lots in my neighborhood are .11 acres in size; an AUD or tiny house may use only a part of that, but possessions - bikes, toys, and other "stuff" take up a lot of space and create clutter that becomes permanent - check out my neighbor at [Address Redacted]! And clutter invites pests. Please be very careful to think in terms of the many different futures this proposal may result in. Not all of them will be ideal.	1
My only concern with reducing requirement for lot sizes is that I do think it is important to maintain green space in residential neighborhoods.	1
My biggest concerns are: 1. Housing by well travelled roads will cause the residents there to be exposed to high levels of air pollution from the traffic. 2. The concentration of low cost housing in an area runs the risk of creating slums.	1
More density is always better	1
Keep affordable housing out of Yalecrest. There is plenty of affordable housing in the suburbs and western part of the city. Communism has no place in America.	1
Just want to emphasize that we need much more clean, new, class, energy efficient low income/income restricted Apts but that don't allow them to become trashy with people that litter, do illegal activities out in open and children running all over un supervised	1
Just about all of these suggestions should be allowed but they should be allowed across the city without regard to transit proximity. Until every neighborhood shares the housing burden the city is not equal and it's an us against the wealthy neighborhoods feel which is not enjoyable.	1
I've heard that at least one or two units within new builds that should include low income are actually for low income residents. If true, that number is too low. I've for the facts, but it shouldn't be anything less than 20% of every 50 units within an apartment complex .	1
It sure seems like the administration (long term) of the deed restrictions for all of these is going to be a problem for the city. Also it feels like all of the ideas proposed should be allowed as right without having the affordable component.	1
It is essential that such ADUs be located within WINTER walking distance of public transit. Particularly in those areas of the City at higher elevation, with higher depth and more frequent winter snowfall, the risk on on-street parking would prevent effective snow removal, and reduce safety for the current residents. Personal experience with the lack of responsiveness of City building permit personnel, when existing ordinances are ignored by a homeowner, to the detriment of the adjacent properties, has for me created a complete lack of trust that requirements placed w/r to ADUs would be actually administered.	1

It is difficult to answer these questions the way you have them phrased. We clearly need access to more affordable housing in Salt Lake, however, we also need to consider and deal with all the ramifications of adding that housing. We also have a major air quality problem in Salt Lake and traffic is becoming a very, very big issue. Foothill, 1300 E. and traffic to the university and hospital area are growing out of control. Waze and other apps are driving traffic through the neighborhoods. The lack of affordable housing has driven many older children home to the single family neighborhoods already and the lack of parking in the older homes is already filling the streets with cars. Additional density, through townhomes, ADUs or duplexes will only add to the traffic and parking congestion. I do not think we can go with a city wide solution, we need to go neighborhood by neighborhood looking at all factors including historic character, traffic impact and parking availability.

1

Increasing density of housing in many of these neighborhoods may improve housing availability, but would do so at the detriment of some otherwise beautiful neighborhoods that are pleasant to live in. A tour of the Sugar House neighborhood will show you the contrast between owned and rented properties. Duplexes and other rented houses around here are commonly run down eye sores. Tenants of rental properties rarely have incentive to maintain the landscape around the property, and landlords often skimp on such upkeep. I've lived next to two different rental units in Sugar House over the last eight years and have seen the vast majority of tenants to come through these properties demonstrate a near complete lack of respect for other residents of the neighborhood by regularly violating noise and parking codes. Allowing higher density rental units will destroy the aesthetics and livability of Salt Lake's most unique neighborhoods.

1

I'd like to see some high-rise apartment buildings in the city since high density housing options end up being the most environmentally friendly.

1

I would like at least 1/3 of units built to be no higher than 30% of AMI.

1

I worry about increased density limitations impact current multifamily zones in a way that will drive demolition of existing affordable units. Many larger homes in our historic neighborhoods that are zoned rmf30/35 have several affordable units in them, and by allowing increased density it could create incentives to demolish and a net loss of affordable units. Density bonuses for historic preservations could mitigate this.

1

I want the city to make affordable housing stay that way long term. That may mean rent control or something similar. I have heard that our tax dollars go to these condo and apartment building developers to create "affordable housing", but that requirement runs out after 5 years. So the developer gets tax benefits and then reaps the rewards on that property for decades. Unstable housing is a huge financial burden on low income families. Ideally we would help more folks own homes, but the least we can do is not drive up a speculative real estate bubble again. I am also in favor of maintaining more green space for some of these places for urban gardening access.

1

I think we could ratchet down parking to less than 1 for housing units near frequent transit (bus or light rail) and also for those who are likely to need no parking space, for instance senior citizens or disabled residents who choose to NOT have a car for appropriate reasons, economic being foremost.

1

I think there should not be any required parking. Think New York, Boston, San Francisco, and other older cities. All the apartments in downtown SLC, above store fronts, should not be required to provide any parking.

1

<p>I think there needs to be stricter requirements for affordable housing, such as more than 50% affordable units and requiring some housing be reserved for people making less than 80% AMI, as that is still way out of reach for many low income families and individuals (including myself). We have to prioritize affordability over quantity/density of new housing developments or else we are doing a disservice and actually compounding the housing crisis (by increasing rents/cost of housing and continuing to leave out low and severely low income people).</p>	1
<p>I think the restriction on rental/purchase price of housing units, especially with regard to ADUs and flag lots/along alleys, is a little naive to current construction costs. For example, I know the owners of the ADU used in the picture, roughly how much they spent building it and how much they rent it out for. Based on the construction cost (of which permitting was relatively small) it would not have made sense for them to build the unit if they could only charge 30% of 80% AMI, despite having done much of the work themselves. I think this equation would carry over on some level to all new construction units. In this regard I think the proposal favors developers who can minimize construction costs over residents who care about their neighborhood. I am also concerned about essentially splitting lots by allowing alley only frontage or flag lots. The character of these neighborhoods is one of the reasons they are desirable to live in, it would be unfortunate if that was compromised.</p>	1
<p>I think the best locations for cottage/tiny home developments are often not in the locations considered. Other areas should be open to this configuration.</p>	1
<p>I think the aesthetics of the new homes built around the city should be taken into greater consideration when approving plans. All these apartment buildings going up that look identical are not nice and I wouldn't want one in my neighborhood (even though there already are some). I agree there should be denser housing particularly by transit stops but I would personally lean towards tiny houses, ADUs, and duplexes or small townhomes. I live in a single family home next to a really ugly and unkempt 8 unit apartment building from the 1960s and it's not nice. I would much rather have a duplex, townhome or 4-6 unit tiny home or cottage development in the lot next door.</p>	1
<p>I think most things are case by case and all of these eased up restrictions will be good. I don't think putting tons of high density housing all in one condensed area is smart - Pruitt-Igoe is a perfect example of high density housing with good intentions gone wrong.</p>	1
<p>I think it would be ideal if the city could find ways to encourage more affordable housing FOR PURCHASE. It is good for neighborhood feeling, upward mobility, care of structures, and wealth creation if people can purchase their own space rather than rent in multi-unit houses. To this end, I think legislation that allows for "coops" and for multiple-unit affordable townhomes is more desirable than having major landlord corporations leasing multiple-unit homes to a rotating set of temporary residents. Help with mortgage qualification and homebuying support programs could also help. I also think it's important that affordable housing be "nice looking." This means that we can have much higher density, but shouldn't reduce street frontage requirements. We should also encourage the conversion of preexisting buildings from single-family homes to multiple unit structures, so that the buildings themselves remain in keeping with the character of the neighborhood while housing more people.</p>	1
<p>I think all of these interventions are great! I do worry somewhat about the administrative burden of the deed restrictions. I think they are appropriate for adaptive reuse, density limits, and maybe one or two more, but I would support things like duplexes and townhomes to be allowed by right, as long as considerations are in place that they compliment the character of the neighborhood.</p>	1

I support using the space that is there to house people. My concern with the information presented so far is parking; my husband and I have 2 cars from before we were married (they're cheap, trust me) and that gives us a lot of flexibility. If only one parking space were provided per resident, where would we even store our other car?? There are so many fees for parking in the wrong places in the city that there aren't a lot of options for residents. Additionally, there would need to be some sort of visitor parking. Visitors are a part of most people's lives and getting towed or charged for visiting someone's home aren't good options.	1
I support reduced parking requirements for affordable housing if and only if access to EV charging is included and street parking is extremely limited.	1
I support measures that will allow more people to live closer to their place of work or school or other services they may need to live a healthy and productive life.	1
I support increasing the density of pretty much every neighborhood, and reducing restrictions on all housing types. This is a good way to meet demand for housing, by allowing new construction everywhere. I also support removing parking requirements and setback requirements. Legalizing construction of all types of housing is an excellent way to make areas more affordable, and reduce the ability of neighborhoods to discriminate against certain classes of people.	1
i support all the development changes that include affordable units, but i am concerned about the tiny homes. i don't want to see tiny homes being used as a substitute for real housing equality. those are fine for transitional, single, or student life, but 400 sq feet is not appropriate for family housing. the city must ensure that there are family-sized units available. I also feel strongly about these developments going up throughout the city so they become normalized and break down some of our neighborhood class barriers.	1
I support all increases in housing density regardless if it was units are designated as affordable or not. In fact fewer regulations of affordability would be even better at increasing housing supply.	1
I support abolishing single-family residential zoning, following the lead of Minneapolis.	1
I strongly support these efforts to densify housing in SLC with the goal of increasing affordable units. I would like to see stronger requirements (not just incentives) for developers to include affordable units in any new high-density construction. Luxury condos are nice, but affordable apartments are necessary.	1
I strongly support expanding all "ease of development" initiatives, and I support growing affordable housing in SLC, but I think there should be distinctions between big commercial developers and those of us who own a house, and might like to build in the backyard. For instance, I'd like to see the "50% of units must be affordable" relaxed for people who either a)do not currently own tons of real estate and/or b) are not looking to build tons of units. Or maybe there's a secondary program running to incentivize non-commercial homeowners looking to expand that encourages the building of affordable housing, but sets the rental price caps to be higher than someone building 3+ units, etc. Thank you! Happy to expand on any of this [Email Redacted]	1

I strongly support allocating resources to allow city staff to administer and monitor affordable housing deed restrictions. I also support these affordable housing uses without conditional use permits, but I think it would be helpful to continue to notify neighbors when changes such as ADUs are planned for their neighborhood. Perhaps this would happen anyway with the permit process? The nice thing about the existing conditional use permit process for ADUs for example is that the neighbors are notified with postcard/letter. For our neighborhood, we did not intend to protest or comment on a recent ADU notification, but appreciated knowing that a future construction project would be happening that would result in a slight increase in neighborhood density.

I strongly believe in adding more affordable housing options, especially in (1) areas close to public transit and (2) when the property owner will live in one of the housing units.

I really hope this is in partnership with organizations to ensure transportation, shopping, libraries, parks, hospitals/clinics, and other basic activities are accessible to low-income housing families/individuals. I'm from Southern California and I understand how horribly placed these locations were for low-income families.

I realize the need for affordable housing however I am opposed to developers that can afford to buy old homes in neighborhoods tearing them down and building apartments (I know we are not talking about apartments here) or other buildings that change the feel of the neighborhood. That doesn't mean modern homes, as there are quite a few of them in my area. I just don't think it is equitable to change the feel of neighborhoods where people have spent their life paying for a house in an area they like and then change the flavor of the neighborhood on them just so some developer can become even more wealthy. I admit most of the ideas you have here look good, I just know that usually by the time this is all done it doesn't resemble how it started. Your plan also increases density and you believe that by not giving people enough room for their car that they will take public transportation and its a nice thought, but even if they use the public transportation they will probably own a car.

I put neutral for almost all questions because I support most or all of these zoning modifications as a general rule, independent of whether deed restrictions are part of the deal. I think SLC is focusing too much on affordable housing specifically. I think in the long run, "affordable housing" sounds really nice but has negative unintended consequences. Rather than focusing on promoting so-called affordable housing, I think we'd all be better off if the city just focused on making good zoning decisions (like I said, I support all of these modifications, just not the "affordable housing" requirements that come along with it) and then got out of the way. I definitely don't support using city resources to manage deed restrictions and documentation.

I object to these changes because they are as of right. Any substantial changes to the density and character of established neighborhoods should require a review of these projects especially at the outset. Having experience with developers, it is likely that all possible loopholes, and there will be loopholes, will be exploited to the fullest and with no review of projects, these will not be caught. As far as the limited parking, it is a foolish idea that people in affordable units will not have cars. And SLC talks out of both sides of its mouth. The philosophy of limiting parking to force people to use public transit goes out the window when UDOT wants to add a lane to I-80 which will absolutely encourage more car use. UDOT says SLC was super enthusiastic. So until SLC gets on the same page with itself, I cannot trust that these changes will not negatively impact established neighborhoods with no advantages to people who need affordable housing. All ADUs so far are market rate.

I love the idea of increasing density. I genuinely wish we could do a Minneapolis and just abolish single family zoning all together. But baby steps right?

I live in a single family house facing the street and adjacent to an easement owned by myself, the party across the easement and the lot behind my house, which was historically part of my lot. The easement goes all the way through to the street behind (8th Ave), which is convenient because of service vehicles sometimes blocking the entrance and also during heavy snowfall. I don't object to the house behind except that parking is sometimes a problem, traffic on the easement is a problem and garbage pickup can be a problem because we all have at least three containers that are picked up on the street. All of us have at least one off street parking space. It's a walkable neighborhood with good public transportation but it does seem very busy and congested sometimes and also dangerous for young children who walk and play in the easement or on the sidewalk that it crosses.

1

I live in a single family home in between 2 apartments with 4 units in each. My greatest fear is newer buildings which do not fit the character of the neighborhood (on the historic register) Will replace them. we constantly have parking issues despite being within walking distance of public transport. I would support tiny houses or cottages going in their place however- with appropriate parking. I have concerns about infrastructure and that the buildings going up are rental units only- there is no path to ownership. If SLC is going to focus on housing- we must provide a path to ownership instead of focusing on rental units only. A good example of how these guidelines are being used for profit instead of solving for housing are the large homes off of 9th near 33rd South. 2 small homes were torn down and 6 McMansions were put in their place. The price tag for those were well above \$300K when they were built. Not at all affordable.

1

I like the idea of increasing affordable housing in our city, but I worry that the "easing restrictions" approach will result in more low-quality development. It's like, "Here, developers: you can skirt the rules if you make it affordable. Nothing is stopping you from making it cramped and shoddy, as long as it qualifies as 'affordable housing'."

1

I hope traffic patterns and parking limitations are being taken into consideration when allowing more families on Arterial roads.

1

I feel like something needs to be done about the affordable housing crisis, soon!

1

I especially approve of development near (1/4 mile) established frequent public transit options, and would make any other additions to density very much more strongly discouraged.

1

I enthusiastically support affordable, high density housing. My only concern is the added stress this will bring to public utilities, schools, etc. While those are obviously completely separate issues, it would put me at ease if those topics were mentioned in presentations going forward. Something as simple as a footnote acknowledging those topics and that they will be planned for in the next phase would be very helpful.

1

I don't think allowing housing to be beyond current height restrictions would be positive for the people in SLC. Additionally, I am concerned about reducing parking requirements where density is increased. It may be necessary to build underground parking structures--not overhead, as that would ruin the look of the city.

1

I don't support allowing housing up City Creek canyon. Let's keep that pristine. I'm not sure what the Northwest Quadrant is or what the land is currently being protected for there. If it can be developed in a way that doesn't ruin necessary wildlife habitats, the affordable housing development there may work. If it could be done using sustainable materials and designed to be sustainable and efficient homes, that would be even better. If it could be designed to be walkable neighborhoods well-connected to public transit, that would be even better.

1

I don't agree about allowing development on private roads without PUD's. I think that will cause a multitude of problems in the future. We deal with subpar situations when rules are adjusted on development. It seems like the once the developer bails, they turn the shared infrastructure over to the City and then we are stuck with bringing it up to code. The turning radius may not work for fire trucks or ambulances. The curb and gutter and storm drain infrastructure doesn't meet the needs. So adjust the standards, but make developers stick to them. They don't care about the community, they care about making money. We need to make sure the city ordinances are protecting residents, not developers.

1

I do think most of these changes would be good to make development easier and encourage more affordable housing where there is demand for it. However, the conditions for a number/percentage of affordable units should be removed - construction should be allowed to meet the specific demand and character of the neighborhood. It may be that higher income populations will move into newly constructed units, but they will at the same time vacate housing that becomes more affordable as the overall quantity of units on the market increases. The incentive should be to encourage development, allowing developers to meet current demands and prevent future shortages of housing.

1

I do not wish to see the character of our Eastside neighborhoods changed by the addition of affordable housing in that location. The reason we chose to live in this area is the very lack of the kind of density that would be better suited to the more urban downtown or Westside areas.

1

I do not support the proposal to reduce the number of required parking spots for units, regardless of their vicinity to transit. This proposal ignores the fact that our city does not have a robust transit system and many lower income individuals are dependent on their cars to get to work. Parking garages and dwellings above garages are preferable for now. People will reduce their car useage when public transit is available, but they need the flexibility of owning a vehicle.

1

I do NOT support the densification of single family residential zones in SLCi. I purchase my home specifically because it was zoned R1-5,000 or R1--7000 - I do NOT want the existing RI zones to be changed to multiple family zones and really am OPPOSED to the ADU movement. We already have illegal apartments in our R! neighborhood. There is no enforcement by the city on this leading to run down houses, multiple cars per unit with little on-street parking. It is NOT SLCi's sole responsibility to fix UTAH's affordable housing issue. The growth is way too explosive.

1

I do not believe this goes far enough. Most of these ideas are very reasonable for a growing city and should not be limited to affordable units. I own my own home but I would welcome duplexes, townhomes, etc to my neighborhood. Those who complain about the character of where they live changing are selfish - they already own a home so they do not care about those who do not. If they wish to live in a neighborhood that is all single family homes they should move to the suburbs where land is not so scarce. It is unreasonable to expect everything stay the same forever.

1

I do not agree with deed restrictions requiring affordable housing, or charging certain amounts to certain income individuals for homeowner ADU's. Townhome and larger developments are acceptable, as they often get CBDG monies, tax incentives, etc. It is onerous for the city to impose similar restrictions on homeowners if they are occupying the property.

1

I am not sure if an affordable housing overlay makes sense in foothill restricted.

1

<p>I am firmly against flag lots, and would like to see land developed instead into a small solar farm, either "community" solar or with adjacent homeowners each owning a number of solar panels and the inverter, tied electrically to their individual homes. That second way of developing the solar farm can be done without any change to current state or local ordinances, although each landowner adjacent to the solar farm may have to purchase or lease the land under their solar panels from the current owner. The City should encourage and perhaps facilitate such local solar farm agreements.</p>	1
<p>I am eager to see alley access restored as primary access and smaller lot sizes since I have a large lot. I also think you could have easily put tiny homes on all those extra parkway strips on 900 S between 900 E. and 1100 E. What a waste of precious land just for more grass to be maintained. Just my personal opinion.</p>	1
<p>I am also in support of just increasing density and changing zoning restrictions, regardless of affordable units. The city needs more townhouses, duplexes, 4-plexes and small scale apartments along main roads. It seems like the only allowed here are single houses or giant rental units. More condominiums would also be wonderful, if someone with legal acumen in this country could stop the excessive lawsuits that seem prevent such development.</p>	1
<p>However: DO NOT allow additional -beyond that currently existing- curb cuts/entrances onto arterials; use staff time to "encourage" reductions in entrances onto arterials; any additional curb cuts/entrances should require a conditional use process. DO NOT allow ADUs -affordable or not- in the interior of R1, FR zones w/o requiring a conditional use permit/process; limit ADUs by right to the edges of such zones where there is already an adjacent non-conforming use, or arterial frontage, or lower-zoned area.</p>	1
<p>How long will they be deed restricted for?</p>	1
<p>How is this work be coordinated with the University plan to add 8000 residents to Research Park? Putting 8000 people (an entire new city) in the SE corner of Research Park, combined with the increased density of neighborhoods all around the East Beach, will result in infrastructure nightmares, gridlock, and massive air and noise pollution. There is not appropriate public transportation on the East Beach now and no new development or increases in density should be entertained until this is addressed, funded and implemented.</p>	1
<p>Housing affordability requires solutions other than deregulating the existing zoning requirements. The proposed variances to the existing zoning code will have significant impact on all residential neighborhoods, particularly those in proximity of public transit, without any process in place to evaluate them on a case by case basis. Majority of residential neighborhoods already have issues with rental properties that are not properly maintained by their landlords or their tenants. Allowing townhomes in particular in single family districts with reduced parking requirements will encourage developments that are not compatible in scale or character with the existing neighborhood. Multi family developments with reduced parking requirements are already negatively impacting their neighborhoods. The City should consider alternate approval processes including differing them to community councils to better streamline the approval process rather than eliminating it all together.</p>	1
<p>Historic district overlay protections should take precedence over any affordable housing overlay enacted.</p>	1

Higher density will destroy the charming walkable neighborhoods in Salt Lake City. Reducing landscaping, increasing traffic and on street parking for the sake of one or two low income units in an otherwise expensive building is the dream of developers, the nightmare of the residents. It will exacerbate rather than reduce the problem of homeless encampments scattered about our parks and streets. Ugly high rise apartments and condos increase the anonymity factor of a neighborhood and decrease health and safety of the sheltered and unsheltered. Claiming that rezoning for density will actually provide significant affordable housing or mitigate the homeless problem is such a cynical ploy by developers and the politicians they finance.	1
Flawed survey. Comments need to be allowed on each question. Complex questions and issues, not to be answered yes/no. Transit: higher density is acceptable when near 'fixed' transit. Bus schedules change & eliminated frequently; developing with this caveat is misleading and unreliable. This is based on voluntary compliance of developers & giving incentives. If serious about providing affordable housing this needs to be mandatory on developers, not breaks. Developers need to pay additional impact fees and taxes because after high density project is finished is when community feels effects, placing a greater strain on dated infrastructure/parking. Set backs, reduced lot size, increased lot coverage and easing of height restrictions have a tremendous negative impact on already existing single family developed neighborhoods; review process is needed, not eliminated. National/Local historic districts/character need to be preserved otherwise SLC is no different than any city.	1
Don't allow new construction to be eyesores for established neighborhood design. The modern box type design looks horrible in a neighborhood of homes with design character. Don't build higher than the original homes in the area please. Unused basement space is not mentioned, why?	1
Do it all! These seem like great ways to encourage infill development and affordable housing in swaths of the city that haven't seen a ton of development. I'm excited for these improvements and I hope they get implemented. Ways to increase economic diversity are always good and will make the city a more attractive place.	1
Density is good as long as walkability and public transit are prioritized.	1
Deed restrictions are a powerful tool, but a program could be very costly and difficult to administer. The proposal could create hundreds of small, one-off affordable units sprinkled all across the city. While that is a great thing for affordable housing, keeping those units affordable, or ensuring that property owners are complying would be very difficult over the years. New housing is expensive to build and difficult to do. Will we really get the amount of affordable housing we need? Is there a more effective method? Could we waive building permit fees for property owners who commit to renovate into affordable housing? That would improve ugly properties and guarantee more affordable housing. How about giving landlords a property tax voucher to make the properties affordable housing? Turning the existing housing stock into affordable housing is the most economically efficient method, rather than building new. Encourage more apartments. Increasing supply can only help reduce rent.	1
Creative density -- urbanization of suburbia -- will be critical in meeting the future housing needs of the city. Melding affordable housing/ADUs/tiny houses into existing single family neighborhoods also has the potential to diversify the city's cultural landscape. Good luck	1
Concern about eviscerating historical and small-family neighborhoods. Parking is still necessary even if building is near transit. City should focus on teardowns in neighborhoods where large homes replace smaller homes. Character of neighborhoods should be considered. Tiny houses do not address affordability. Major concern is about lack of oversight and funding of planning division.	1

Civic enforcement officers cannot even enforce our current rules! Our neighborhood has been inundated with couch surfing, Air BnB, more than 5 unrelated adults living in a household, houses with 13+ cars using our street as car storage, using their house for illegal, large scale filming (adult), using a house as a car repair shop, and many other issues. I worked with civic enforcement for more than three years, through two different officers, and the most that ever happened was warnings were given. We are still living with these issues and now, we have to worry about ADUs popping up in our neighbors yard as they are already on top of us. We didn't move where dense housing and public transportation is expected. We moved to the outskirts of town. Affordable housing isn't affordable, affordable means 'market value.' Landlords charge the most that they can. That is not affordable for the families that need help. Don't wrap this up as a kindness. That's insulting. This is about money.

Character and design of neighborhoods matters more than unit numbers. We could reduce unit number restrictions for multi-family, but I find that some multi-family just don't have the neighborhood feel that is desirable. We need more bungalow-court or cottage style. These lend the intimacy where neighbors get to know each other and build a sense of community. In my experience, this is missing in the design of many multi-family complexes.

Can you consider allowing properties that are currently zoned commercial neighborhood into this overlaid zone so more affordable housing can be built? The big deterrent is waiting for zone changes so affordable housing can be built. If there was a faster process for zone changes or for allowing land that is currently not zoned multi family to fit into this program, then more affordable housing could be built a lot faster. I think you should look at vacant land on a case by case basis and consider allowing the tedious and long zone change process to be waived and allow the land to fit directly into a low income multi family housing project if it's within a reasonable distance to transit and other community services. The cost for building a low income unit costs the same as building a regular income unit. I think there should be grant money or funds given to the developer to help pay for the construction of the low income units so that low income projects can be justified .

Can we also incentivize these developers/property management companies to build in UTA passes into the rent? We talk about have a transit corridor S-line, but we don't incentivize from the beginning to have it used. If they are developing multiple unit within 1/4 of transit it should come with a pass. Parking is the main concern of the community and need to have solutions.

Can parking requirements be decreased to less than one stall per unit if those parking spaces are offset by the increase of green space within apartment complex developments?

Because Salt Lake City is afraid of developers and perhaps backlash from the Utah Legislature, they won't require developers to provide affordable housing as part of the development approval process. So because you have not done your job, you are going to foist responsibility for affordable housing onto single-family home owners. And you are going to do it without any kind of conditional use process (that is, without informing surrounding neighbors) that the house next door (or behind or across the street) is going to be expanded to three homes. And all of them could be rentals. You are taking home owners' largest financial investment, their quiet enjoyment, security, property values, etc., because you, the city, are afraid to require multi-family and commercial developers to do their part as good citizens by providing affordable housing. Shame on you.

Based on the City's past enforcement of zoning regulations, the Administration and the Planning Department are hopelessly naive about this concept. Easing restrictions is throwing the door open to unscrupulous developers and opportunistic property owners that have no interest in the health, safety and wellbeing of the neighborhood. We've already seen homeowners that intended to use ADU's as air B&B's and transient housing. Do the people that come here for a few days to ski have any concern about the increased auto traffic and pollution they bring into the neighborhood? Not a chance. This neighborhood does not have adequate streets and parking as it is for permanent residents, let alone the capacity to safely accommodate daily traffic to the U, U Med Center, Ft. Douglas, etc. And there is no hope of ever having a quality public transit system. The neighborhood is already under intense teardown pressure which is increasing the density. This proposal will only devalue the neighborhood.

Aside from the altruistic aspects, what is the motivation for a owner or developer to build out areas that may be problematic construction wise if the return on investment is reduced

As far as I know, to rent a house in these neighborhoods (as opposed to an apartment or townhouse), the prospective tenants cannot be more than 3 unrelated adults. I've never understood this. It seems geared toward restricting young people with jobs from living in a house with roommates. Are there any plans to ease up on this restriction? 4 people with incomes paying rent on a 3 or 4 bedroom house is really affordable and really secure for landlords, and as it stands people have to bend or break the rules to pull this off.

As a single professional it has been nearly impossible to find affordable housing that is close enough to downtown to allow me to live without a car, which is a high priority for me from an economic, environmental, and health perspective. Many workers would love their own tiny space downtown, without requiring parking space or adding to neighborhood parking density. For most of us, market rate apartments currently available require 60%+ of our income, which is not doable long-term. We don't want to become burdens on the system down the line! We want to live within our means and scale back square footage and excess as needed while still contributing to Salt Lake's economy and living with autonomy and dignity. The focus needs to be on workers, or retirees and others 'defending their spatial sensibilities (uh-hem, entitlement) will effect environmental and economic ruin for many beyond themselves. I do, however, agree that there should be restrictions on cutting down large/old trees.

As a homeowner in Sugarhouse, I want this area to be accessible and affordable, and believed that having diverse housing strengthens a community, and keeps it from being a homogenous elitist bubble. I want all types of families from all backgrounds to experience what Sugarhouse has to offer, and to become part of our community.

Allowing for a variety of housing types is critical to addressing affordable housing. However, the focus needs to be on the provision of both for-sale and rental housing. The city needs to create a pathway to home ownership to provide stability for first-time home buyers and the neighborhoods.

All of these proposals seem like sound ideas to increase the supply of affordable housing in SLC. I know that I do not live within SLC proper, so maybe my opinions are not as valuable in this survey as those of city residents, but when I moved to the Salt Lake area last year I was forced to look outside the city limits to find housing I could afford. Even then, it was a struggle. I would have much preferred to live in SLC if affordable housing was available. I would also like to see special attention paid to increasing affordable housing supply near the U campus, because many students (including myself) have to commute from miles away, and it would be much more sensible and sustainable if more students could live affordably near campus.

Affordable housing should be especially prioritized near transit stops. Transit should provide mobility to all, but particularly to those who cannot afford cars. 1

Affordable housing needs more than one parking space per unit. Take a drive down Wilmington and look at all the cars parked on the street. These are the overflow cars from the housing units in 600 E. 2200 So. The majority of families have TWO cars, not one. Be realistic when designing these multi-family units. Do the research and base the design on the actual data... not a pipe dream. Neighborhoods don't want to be overrun with parked cars. It impacts traffic, pedestrians, bike routes, garbage collection and snow removal. 1

Affordable housing is incredibly important and I think all of these ideas could be viable. I do want to say though, that I would be very disappointed if all future affordable housing were to be located on arterial streets. Noise and air pollution already disproportionately impact people living near or below the poverty line. 1

ADU's, Tiny Houses etc are already ruining the single family neighborhoods near the University of Utah . The reality is the student population requires vehicle parking and can frequently be in conflict with noise/partying issues not conducive to families living comfortably in these neighborhoods within a mile of the campus. By relaxing the requirements for ADU's , Tiny Houses you are only making a bad situation worse and those families trying to live in the UofU proximity neighborhoods will be pressured to move out to escape the negative student parking and partying associated with the off campus housing your ADU and Tiny Houses promote. Idea: draw an exclusion zone for the ADU/Tiny House zoning in those neighborhoods within a mile of the U of U campus. Thank you [Name Redacted] 1

1) I don't understand the adaptive reuse component. 2) I oppose the continued construction of these modern megaplexes. I'd like to see the character of residential neighborhoods maintained as much as possible while encouraging affordable housing. Stop tearing down old houses to replace with new, modern monstrosities. We will look back in 10-20 years and cringe. 3) I do not think deed restriction on home ownership is a good idea because it prevents new homeowners from building equity. It's a process that sounds good upfront but ends up causing more long term harm. 1

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Answered: 170 Skipped: 122