

Date/Time Opened	Contact Name	Popular Topic	Subject	Description
1/11/2023 13:45	Alyssa Florack-Hess 1/2		3 Comments/D5	<p>Hi there City Council Member Mano (and Jenna!), I live in District 5 and am writing to submit comments on three issues that I've been seeing on the newsletters from Sweet Streets and Stop our Polluting Port. I'm in the Masters of City &amp; Metropolitan Planning program at the U with Jenna but wanted to submit my comments in writing here. First, as to the proposed changes on 2100 South, I live just a few blocks away from Sugarhouse's portion of 2100 South and frequently walk to the businesses along its route. I have heard from Sweet Streets that the Transportation Division is working to keep sections of this area as four lanes of dangerous car traffic. Research here, here, and here, shows the danger of having four car lanes in areas with pedestrians. Considering the 21 traffic deaths in SLC in 2022, the city needs to follow its own best practices and create the people-first Sugar House it set out to create over 20 years ago. We need to focus on the alternatives prioritizing pedestrians, bicyclists, and transit over those that prioritize car use. This area has the opportunity to lead the state in creating a pedestrian-focused business area, one that builds on principles of smart growth instead of continuing to uphold the status quo. I hope that you do what you can to push development efforts in this area to do so.</p> <p>Second, in regards to the efforts from Salt Lake City's Planning Department to upzone the wetlands northeast of the airport to a warehouse district, I hope that you push back on the planning department as much as you can to again stop a continuous investment in industry growth over people's homes and air quality. While I am not opposed to ever making this area into a warehouse district, I agree with Stop the Polluting Port's petition that "Salt Lake City needs to have a comprehensive plan in place to protect the Great Salt Lake, its wetlands and ecosystems for the benefit of Salt Lake City residents" before approving further development in this area. Third, I am sickened by the proposal to expand I-15. While I know this decision happens at the state level rather than the city, it has immediate and harmful impacts on Salt Lake City residents, and I urge you to push the City Council to fight back against this proposal. The residents displaced will be our city's poorest and most vulnerable, who have time and time again been ignored and exploited by our government. In addition, this huge expense won't even solve the problem of congestion on I-15. As Jenna knows from our economic class last semester, Robert Cervero's research into induced demand shows that within 10 years of widening a road, roughly 70% of increased capacity is lost to increased travel, meaning that in 20 years, UDOT will likely just propose to expand the highway again.</p>
1/11/2023 13:45	Alyssa Florack-Hess 2/2		CONTINUED!!! 3 Comments/D5	<p>Enough is enough - at some point, we have to set aside the long-running practice of investing in car infrastructure and invest in transit and alternative forms of transportation. With air quality in Salt Lake City, this is an especially important change for Salt Lake City residents. While I've heard that the state legislature did not give UDOT any options to use this funding for anything other than a highway expansion, I would rather the money never be spent than be invested in a long-term harm that will displace vulnerable residents, increase poor air quality, and continue to invest in car infrastructure when our city and the world demands we move to the 21st century. As a constituent who voted for you in the last election, I hope you will do everything you can on these issues. Thank you for your time and service! Best, Alyssa Florack-Hess</p>

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1/11/2023 16:32	Martin Cuma		Bike lane snow removal **4 picture attachments	<p>Dear City Council members, Mr. Cosgrove (for the Mayor, can't find direct e-mail for her), Jon, Becka, Lara, I am writing both as a private citizen and as a chair of the Bicycle Advisory Committee to turn your focus on the bike lane snow removal in the City. After several years, this winter has been snowy, and I think it's critical that the City does something about the snow removal now, so that we are ready for another snowy winter, which may come next year, or in 5 years, but, I think it's critical that we are ready when it comes. Attached are some pictures from our this morning's commute (1700 E and Sunnyside Ave). I commute with our 4 year old to her school and her appointments. As always, you can see that whenever there are cars parked next to the bike lane, the bike lane is not cleared. I think it's high time the City stops prioritizing the convenience of car owners over the safety of bicyclists and clear the whole bike lane, no matter if the car is standing there or not. I understand the plow operators are afraid of damaging the parked cars, but, that's not an excuse not to plow the whole bike lane and create a safety hazard for the bicyclists. I think the Mayor, the Council and the Transportation and Streets division need to come with a policy that either requires the car owners to vacate the cars from the streets with adjacent bike lanes during the winter season, or, perhaps even better to let the market forces work and create a policy that the City is not liable to damage to cars parked next to the bike lane. Please, let's not procrastinate on this issue again, as we have been doing for a generation, and get this fixed once and for all. To start, please, let's have a discussion with the involved parties on this issue on the February BAC meeting. I think we should focus both on the current situation and possibilities to improve it, and, more importantly, about policy changes that would the Mayor and the Council need to do to fix this issue. To finish on a positive note, kudos to the University Research Park for cleaning their sidewalks and paths. One picture of those is attached, taken today a bit after 9am. That's how I imagine a right bicyclist support looks like. Thank you and I am looking for working together on this. Martin Cuma BAC Chair</p>
1/11/2023 16:36	Wally Barnum		Please change 21st South into a 3 lane road	Please change 21st South into a 3 lane road. Please do not use a hybrid approach, it will be confusing. 13th East is working great with three lanes, 21st South will too. Thanks Wally Barnum

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1/11/2023 16:39	Ron McKee 1/2		Salt Lake City planning and zoning, is considering a request for a zoning change at the mouth	<p>Kristina Gilmore and Salt Lake City Resident Representatives Salt Lake City planning and zoning, is considering a request for a zoning change on two lots at the mouth of Emigration Canyon, currently zoned single family, at 3052 E Emigration Canyon Road, from FR-2/21 to RMF-75 High Density Multi-Family Residential. I want to express my concern and objection to this zoning change, clearing the way for the developer to build an 8-story, 550+ rental unit building on this site. There is approximately 2000+ residence in Emigration Canyon. This project, if approved, would increase that number by 40%, a huge increase in a short time, there will be unforeseen issue with a project of this size. There are a number of issues with the size of this project. My objections and concerns are safety, environmental and cost. 1. The access to this property to and from emigration road is potentially problematic, the property access will be where there is a turn in the road, making turns to and from the property at peak times hazardous. 2. The traffic congestion on Sunnyside from college students and research park traffic is already a problem both directions from Sunnyside/Foothill to Chipeta Way. In addition, the traffic load from emigration canyon residences, worker, zoo patrons, Pioneer Heritage State Park, Rotary Glen and dog park users, the condominium community along Donner Way and Saint Mary's neighborhood an shoreline trailhead parking, all leading to a two-lane road, narrow shoulders and concrete barriers past Rotary Glen Park cannot be safe with the addition of 800+ vehicles from this project and future canyon development bring many more cars to an already congested area. I don't think the city has a risk mitigation plan for this future. 3. The city will need to add two additional traffic lights. One at Sunnyside/Crestview drive and another at the property entrance, thus causing additional backups and congestion on an already too busy road. 4. After having spoken to Salt Lake City utility employees about the over subscription of the storm water and sewer systems along Sunnyside Rd. and Emigration Canyon Rd, I expect the cost to upgrade these systems will be unacceptable. 5. I'm concerned there will be damage to water quality, caused by a large construction project near the emigration tunnel spring and the spring water capture system. 6. I have personal knowledge and experience at this site, having spent time working on wildlife monitoring of this area. Th site is located in the flood plan, and it has flooded in the last 5 years due to Emigration Creek overflowing the river banks. 7.</p>
1/11/2023 16:39	Ron McKee 2/2		CONTINUED!!! Salt Lake City planning and zoning, is considering a request for a zoning change at the mouth	<p>There is a game migration path through these lots from upper Emigration Canyon into Rotary Glen Park. 8. I believe there is avalanche risk to any structures or occupants here, from the north facing slopes starting inside the lots boundaries, which are greater than 45 degrees. I frequently drive and bike Emigration Canyon, I'm seriously concerned about how the city and developer plans to address the safety of bikers, runners and homeowners that drive, ride and run Emigration Canyon daily. I understand the city's desire to promote large housing projects, but these massive projects have to be appropriate for the location, I don't think this project meets that test. Thank you for your consideration of my concerns. Ron McKee</p>

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1/12/2023 9:06	Rachel White	Northpoint Small Area Plan	Northpoint Master Plan for development of SLC's NW quadrant	Dear City Council Representative Fowler, First, thank you very much for your time and service to the residents of Salt Lake City. City Council members do a critical and often-thankless job that requires a lot of work, and I appreciate your time and dedication. The reason I am contacting you today is to ask that the Salt Lake City Council create a transfer of development rights program as part of the Northpoint Small Area Plan, as suggested by the leadership of Salt Lake City's Planning Commission. * The northwest quadrant of Salt Lake City is not an appropriate place for non-agricultural development, such as light manufacturing and warehouses. * The lands around the Jordan River and wetlands to the west are sensitive and important habitat for wildlife and especially migrating birds. * Non-agricultural development increases pollution for the surrounding residents that already bear a disproportionate burden of pollution from nearby industry and the I-215 freeway. * Property owners should have access to a transfer of development rights program that would enable them to engage in development in locations away from wetlands, such as infill locations. Such a program would increase Salt Lake City's ability to protect open space on the western edge of the city which is important to the health of the Great Salt Lake. A recommendation will be coming to the City Council regarding the rezoning of parcels of land in this area at approximately 2760, 2828, & 2800 N. 2200 West. Please reject the rezoning of these parcels to something other than agricultural uses, and work with the city attorneys to create a transfer of development rights program that will enable desired development to occur in a more appropriate location. Thank you very much for your time to read and consider my comments. Sincerely, Rachel White
1/17/2023 15:59	Alex Taft		Question about 800 E/D5	Darin, Is the neighborhood streets project on 800 E going to be built this year? Alex
1/17/2023 16:54	Upresa Fakava	Homelessness	Comment made at council meeting	Please have trained staff. The Road Home & Volunteers of America do not train their employees and security. At VOA, security tased a client with PTSD. At TRH, they just hire advocates who don't know anything. They put these people on the frontlines of the crisis yet don't want to pay to train their employees
1/17/2023 17:28	Beth Pratt		Comment made at Council Meeting	In interviewing many homeless folks, I learned the following concerns regarding housing: -what about public support -what about healthcare -what about utilities -what about neighbors acceptance -how will my drug habits be affected -utilities are my responsibility? -I don't know how to read or write. How can I apply? -what about my dog?
1/17/2023 18:24	Paul Miska	Budget	Comment made at meeting	My comment is that a one-time \$6 million boost to address "deeply" affordable housing is really just a useless band-aid to cover an open wound our city is experimenting in the form of those that are unsheltered. This amount of money will not go far enough. What is considered "affordable", 80% of AMI, is what needs to change. What is deseried is "deeply affordable", 40% of AMI, should be the norm, across the board. This council must part a stop to the behavior of incentirizinf developers and landlords for essentially doing nothing, and keeping the benefits of collecting 80% of AMI next, and pretending they're making a positive impact. It is shameful. Use the \$6 million, but go back to the drawing board of what is defined as affordable. Reduce it from 80% AMI to 30%, or at most, 40%.







