



MOTION SHEET

CITY COUNCIL *of* SALT LAKE CITY

TO: City Council Members

FROM: Russell Weeks
Budget & Policy Analyst (*please include your title*)

DATE: March 20, 2013

RE: SUGAR HOUSE STREETCAR MASTER PLAN

Council Sponsor: Exempt. Land Use Petition

In keeping with City Council practice in addressing major issues that require a public hearing, this motion sheet contains motions pertaining to the public hearing on the issue.

MOTION 1

I move that the City Council close the public hearing and refer this item to a later date.

MOTION 2

I move that the City Council continue the public hearing.





COUNCIL STAFF REPORT

CITY COUNCIL *of* SALT LAKE CITY

TO: City Council Members

FROM: Russell Weeks
Public Policy Analyst

DATE: March 21, 2014 at 2:41 PM

**RE: SUGAR HOUSE STREETCAR
CORRIDOR MASTER PLAN**

PROJECT TIMELINE:

Briefing: February 18, 2014

Set Date: March 4, 2014

Public Hearing: March 25,
2014

Potential Action: April 1, 2014

Council Sponsor: **Exempt: Land Use Petition**

[VIEW ADMINISTRATION'S PROPOSAL](#)

ISSUE AT-A-GLANCE

New information appears on Page 2.

Goal of the briefing: To determine if the City Council is ready to set a date for a public hearing on the proposed master plan and zoning amendments pursuant to Petition Nos. PLNPCM2012-00576 and PLNPCM2012-00577 .

- The proposed master plan and zoning amendment would provide a land-use framework for **potential development on the west side and middle of Salt Lake City's** portion of the Sugar House "S" Line streetcar corridor.
- Although zoning would change, existing land uses would remain in place as non-conforming uses.¹
- **Although the proposed zoning would be "form-based"** – based on the shape and massing of structures instead of use – permitted uses within the form-based districts appear to focus on residential uses and services and amenities that serve residents.²
- The proposed zoning includes changing zoning on 2.85 acres of land on the southern edge of Sugarmont Drive that includes tennis courts now used as community gardens and the Boys and Girls Sugar House Club from open space to form-based zoning that would allow development of the parcels.
- Although the Planning Commission forwarded a favorable recommendation to adopt the proposed ordinance, the City Council is the final arbiter of changing zoning designations and the **disposition of land designated as open space. Mayor Ralph Becker's Administration has** declared the 2.85 acres of land surplus, according to the Public Services Department. However,



the Planning Commission has scheduled a February 26 public hearing before recommending to the Mayor how the land should be disposed. More information provided by the Planning Division about removing land from open space designation appears in a subsection of *Additional Background and Information* in this report.

NEW INFORMATION

The public hearing before the City Council is to address the proposed ordinance that would amend the *Sugar House Master Plan, Salt Lake City Code 21A (the Zoning Ordinance)*, and the zoning map. It is not a public hearing about declaring land parcels as surplus property, conveying surplus property, or removing property from the Open Space Land Inventory.

However, the following language is part of the proposed ordinance:

“SECTION 3. Amending the Zoning Map. That the Salt Lake City Zoning Map, as adopted by the Salt Lake City Code, relating to the fixing of boundaries and zoning districts, shall be and hereby is amended to rezone the properties shown **respectively in the map attached hereto as Exhibit “B” from their current** designations to Streetcar Corridor Zoning District (FB-SC and FB-SE).”

The language, if adopted, would change the zoning designation of property generally described as property **“at about 968 East Sugarmont Drive” from “Open Space” to “Form-Based Streetcar Edge sub district.”** The property is more particularly described as the area that includes tennis courts now used as community gardens, two surface parking lots, and the Boys and Girls Club of Sugar House.

However, the City Attorney’s Office indicates that even if Section 3 cited above were adopted, to convey or dispose of the property, the City still would have to follow procedures listed in ordinances regulating the removal of lands from the Open Space Lands Program (City Code 2.90.120) and the disposition of a significant parcel of real property (City Code 2.58.035).

The City Council could act separately on the proposed zoning of the property at about 968 East Sugarmont Drive and adopt the rest of the proposed ordinance, as Council Member Adams plans to propose. **According to the City Attorney’s Office, the City must follow the same procedures to convey or dispose of the** property whether or not the property at 968 East Sugarmont Drive is considered separately or as part of the proposed ordinance. Council Member Adams also may propose lowering the permitted height of buildings along the property at 968 East Sugarmont Drive to protect the privacy of the residents in the neighborhood behind the property if the Council determines to adopt form-based zoning.

Here are four reasons for following both procedures regarding the removal of lands from the Open Space Lands Program and the disposition of a significant parcel of real property.

- All areas zoned as open space and owned by the City are significant parcels of real property under City Code 2.58.035.
- Any property where the conveyance of the property would result in a request for a change of zoning of that property – as property at about 968 East Sugarmont Drive is – is considered a significant parcel of real property under City Code 2.58.035.
- Among steps required under City Code 2.90.120 to remove land from the Open Space Lands Program is a written document signed by the Mayor to sell or transfer open space land. The written document must **include “any anticipated change in zoning that would be required to implement that proposed future use.”**
- Removal of property from the Open Space Lands Program typically will occur prior to any rezoning.

Mayor Ralph Becker’s Administration has provided a flowchart attached to this update of steps necessary to dispose of public property. One thing the chart depicts is that the procedures can run concurrently.

It might be noted that under City Code 2.90.120, “No sale or transfer of open space land may occur until at least six months after the conclusion of the public hearing (before the Mayor and City Council) in order to provide an opportunity to explore other **alternatives to the proposed sale of transfer of the open space lands.”**

Here are three other items pertinent to the issue:

- o Since the February 18 City Council briefing, the Purchasing and Contracts Division received a letter from Public Services Director Rick Graham requesting that City property at about 968 East Sugarmont Drive be declared surplus. The letter is in addition to a November 22, 2013, letter signed by Mayor Ralph Becker.
- o The Planning Commission held a public hearing February 26, 2014, on the request to declare the property at 968 East Sugarmont Drive surplus. After the public hearing, the Planning Commission voted 7-0 to advise the Administration not to declare the property surplus. The motion included the following reasons for not declaring the property surplus:
 - The property is valuable open space.
 - There is no apparent substitute for the open space on the table currently.³

The hearing and vote were not required by either the procedure to declare significant parcels of real property surplus, or to remove land from the Open Space Program. Both procedures require additional information, such as the name of a buyer and the purchase price, to be part of the required public hearings.

- o Permitted uses in form-based streetcar core and form-based streetcar edge districts include community centers – such as a Boys and Girls Club – open space, and parks.

PARKING REGULATION **(Insert Link to page 28 of new ordinance here.)**

Planning Division representatives at the February 18 briefing indicated that off-street parking requirements in the proposed ordinance were written before the City Council adopted the Transportation Demand Ordinance.

Here are changes recommended by the Planning Division to the proposed Sugar House Streetcar Corridor Master plan and zoning amendments ordinance:

- adding Form-based Streetcar Core and Form-based Streetcar Edge zoning districts to *City Code* 21A.44.030G titled *Minimum Off-Street Parking Requirements* with the following language: “FB Districts: There are no minimum parking requirements in the FB zoning districts.”
- Adding the following language to 21A.44.030H titled *Maximum Off Street Parking Requirements*: “FB zoning districts: Parking in excess of the maximum allowed may be granted as a special exception subject to the special exception standards in Chapter 21A.52. The maximum parking requirement does not apply to parking structures or garages that serve multiple parcels or uses or structures that provide off-site parking.”

Information below this line has appeared in previous City Council staff reports.

POLICY QUESTIONS

1. Is it in the best interest of Salt Lake City to rezone some areas to encourage future development of property **along the Sugar House “S” Line corridor?**
2. Do the parking provisions in the proposed ordinance need to be reconciled with the Transportation Demand Management ordinance adopted by the City Council on November 12, 2013? If so, how would provisions in the Transportation Demand Management Ordinance change the ordinance?
3. Should the portion of Fairmont Park that now included community gardens and the Boys and Girls Club, be rezoned and its open space designation eliminated? If so, are there any alternatives to recoup the lost space?
4. What are the terms of the Boys and Girls Sugarhouse Club lease with the City?

5. What effect, if any, would changing the zoning designation of the 2.85 acres of land from Open Space to another designation have on the total amount of open space used as the measure for impact fees?

ADDITIONAL & BACKGROUND INFORMATION

The proposed ordinance would create a “Community Transit District” to the *Sugar House Development Objectives* subsection of the *Sugar House Future Land Use Plan* of the *Sugar House Master Plan*.

The ordinance’s goal is to allow development along the area served by the Sugar House “S” Street Car Line “that is transit oriented in nature, yet respectful to the existing community.”⁴

Transit district zoning would be form-based and divided into two parts: Form-Based Streetcar Core areas and Form-Based Streetcar Edge areas. The Streetcar Core area would be along 700 East Street, particularly between Simpson Avenue (2222 South) and 2100 South on the west side of 700 East and between roughly Redondo Avenue (1995 South) and 2160 South between 700 East and 800 East streets. Streetcar Edge areas would be in various locations served by the S Line between 500 East Street and the McClelland Street terminus. The largest Streetcar Edge area would be between 500 East and 600 East streets roughly along the S Line and between 600 East and roughly 640 East between Wilmington (2200 South) and Simpson avenues. Other Streetcar Edge areas: 700 East between 2160 South and Simpson Avenue, the west side of 900 East between Commonwealth (2145 South) and Wilmington avenues, and all four corners of the intersection of 900 East and Sugarmont Drive (2225 South), including the sections of Fairmont Park that contain community gardens and the Boys and Girls Sugar House Club. (Please see attached map.)

According to a Planning Division report, “The Core Area is located along the busier streets where more intensive development is appropriate. The Edge Area was created to step down development height and intensity as it gets closer to existing low-density residential neighborhoods.”⁵ The report projected that the area with the greatest potential for development “will be near the intersection of 700 East and 2100 South ... because the buildings height will be increased in this area.”⁶

It should be noted that the Core Area and Edge Area zoning both would allow multi-family and storefront structures. The major difference between the two areas under the proposed ordinance would be that a Core Area would allow a maximum building height of 105 feet on streets that provide automobile and service access and on streets designed to accommodate a high number of pedestrians. An Edge Area would allow a maximum height of 45 feet on access and pedestrian streets for multi-family and storefront structures.

As mentioned earlier, if the ordinance is adopted, property uses under the current zoning would remain – subject to Zoning Ordinance section 21A.38 titled Non-Conforming Uses and Non-Conforming Structures.⁷

Current zoning designations in the areas the proposed ordinance would affect range from low- and moderate- density multi-family residential uses to neighborhood and community business districts to commercial corridor district.

Permitted uses within the two districts include a variety of dwellings, restaurants and social clubs, retail stores, theaters, art galleries, schools, daycare centers, assisted living centers and group homes, art galleries, dance studios, financial institutions, and other items. The most industrial uses involve photo finishing, and medical, dental, and optical laboratories. (Please see attached table of permitted uses.)

As noted previously, the proposed ordinance would change the zoning designation of part of Fairmont Park on the south side of Sugarmont Avenue from open space to form-based streetcar edge. The Planning Commission on July 31, 2013, voted 5-2 to forward a favorable recommendation to the City Council. The recommendation included an option to rezone the Fairmont Park parcel. Commissioners Michael Fife, Clark Ruttinger, Marie Taylor, Matthew Wirthlin, and Mary Woodhead voted in favor of the recommendation. Commissioners Lisa Adams and Angela Dean voted against the recommendation.

Mayor Becker’s Administration acknowledges in the transmittal letter to the City Council that the Council is the final arbiter on changing zoning and the disposition of open space land. “As with any zoning change, the City Council has the final decision-making authority. This is especially true for these properties because they are part of the City’s Open Space Lands Program/Inventory. Properties cannot be removed from

the Open Space Lands Program unless the City Council completes a public process, including public hearings, **and then votes to remove the lands,**” according to the transmittal letter.

The letter goes on to say, “The process to start the public hearings on the lands has been started, but will most likely not be completed prior to a decision being made on these petitions.” According to the Department of Public Services, Mayor Becker has declared the Fairmont Park parcels as surplus – the first step in removing them from the open lands inventory.⁸

STEPS TOWARD POTENTIAL DISPOSITION OF FAIRMONT PARK PARCELS

The Planning Division has provided the following steps and commentary (in red) involving the potential disposition of the Fairmont Park Parcels.

1. The Administration sends a request to the City Council to remove the parcels from the open space lands inventory (This item has been done in transmittal to the City Council.)
2. The Planning Commission recommends that the Mayor declare the property surplus. (According to ordinance, the actual declaration cannot happen until after a public hearing is held. The Planning Commission is holding a public hearing on Feb. 26 to make a recommendation to the Mayor.)
3. The Administration updates the Council on the submittal requirements for removal from the open space inventory.
4. The City Council chooses whether or not to hold a public hearing on removing the parcel from the inventory.
5. If a public hearing is held and closed, a six-month process starts to decide to remove the parcel. The City Council may hold an advisory vote to the proposed sale or transfer of open space land.
6. No sale or transfer may occur until at least 6 months after the conclusion of the public hearing to provide an opportunity to explore other alternatives to the proposed sale or transfer.
7. If the decision is made to sale or transfer the property, the Council concurrently rezones the parcel.

According to Planning Division staff, “Should the Council decide to take action on this application, the rezoning of the tennis courts and Boys & Girls Club should be tied to the six-month waiting period for the disposition of the land. The Council can continue to have public hearings and make decisions on the remainder of the rezoning request, just include a condition that the property is rezoned if the land is removed from the open space lands inventory.”⁹

The transmittal letter notes that “there was little or no support” from people commenting to the Planning Division to change the zoning of the Fairmont Park parcels. “The opposition voiced was for those two properties not to be removed from the City’s Open Space Lands Program and Remain as part of Fairmont Park.”¹⁰

The Administration said two arguments supported rezoning the Fairmont Park parcels. First, a November 2011 study commissioned by the Redevelopment Agency of Salt Lake City recommended the City “redevelop the tennis court site to residential with corner retail.”¹¹ Second, the “location of these two properties across the street from the streetcar line is a prime location for redevelopment.”¹²

A third argument contends that the proposed area to be rezoned and designated as something other than open space consists of a parking lot, the Boys and Girls Club, another parking lot, and a site currently used as community gardens. Given that, actual open space in the 2.85 acres is confined to the area used as community gardens. In addition, a 5.67-acre linear park creates open space to offset the potential loss.

The Administration transmittal acknowledges that a 2009 master plan for Fairmont Park called for the tennis court area to be renovated, and that there appears to be a “deficit of park acreage in the Sugar House area.”¹³ It should be noted that a 2009 document prepared to brief the City Council contains a map showing the tennis courts as renovated, but no other text saying the courts should be renovated.¹⁴ Staff could find no record of the City Council adopting the master plan. In 2009, the cost of renovating the tennis court parcel into better tennis courts was projected as \$733,200. ¹⁵ A note accompanying the estimate said, “In initial briefing on this plan was provided to the Council, but the Council may wish to ask the Administration for a detailed briefing of the Fairmont Park Master Plan, and formally adopt the plan before funding any master plan improvements.”¹⁶

CITY COUNCIL VISION STATEMENTS AND VALUES

The issues involving the parcels at Fairmont Park also involve a number of the City Council's adopted Vision Statements and Values. A question, then, for City Council consideration is: Will a final decision be in harmony with all philosophy statements and values, or reconcile them, or will one set of statements and values take precedence over others?

The statement on Open Space reads:

"Salt Lake City is located in a scenic and delicate environment. The City's proximity to the natural environment allows for many active (programmed) and natural (non-programmed) recreational opportunities, including use of parks, trails, gardens and open spaces for its residents and visitors. The City Council strives to balance the desire to provide access to a variety of outdoor open space opportunities throughout the City with the need to be responsible for the protection and management of **the City's natural open lands, established** ecosystems, wetlands and watershed areas.

Some of the values supporting the statement are:

- **The City's proximity to places where people of** all ages and abilities can enjoy a variety of outdoor education and recreation opportunities in a variety of settings.
- The preservation of natural areas, accessibility to parks, and enhancement of trail and open space connectivity throughout the City.
- Natural and man-made open space environments that contribute to and promote healthy lifestyles, including air quality, fitness, and overall well-being of residents and visitors.
- Visions and plans which set aside, preserve and protect the many green spaces, parks, trails and natural open space areas we enjoy.
- High quality maintenance of natural and man-made open spaces that allow SLC residents to continue to enjoy first-rate recreational experiences.
- Maintaining high quality, aesthetically pleasing public spaces, including transportation corridor streetscapes and landscapes. Park strips, medians, and land bordering roads, highways, railway lines, utility corridors and waterways contribute to safer, cleaner, and greener communities.

The statement for Transportation and Mobility reads:

"Salt Lake City residents should have choices in modes of transportation which are safe, reliable, affordable, and sustainable. Residents should reap the value of well-designed transportation systems that connect residents to neighborhoods and the rest of the region. "

A value in support of the statement reads, "As the population of Salt Lake City and the region increases, land use design decisions should reflect the intention to better accommodate all modes of transportation and focus on the movement of people."

The statement for the Economic Health of the City reads:

"Salt Lake City's unique and valued characteristics are the basis for the City's current economic health, such as the strength of the residential population, the commercial enterprise and various industries; our flexibility to trends and markets; and stakeholders' willingness to invest in the City's future."

Values in support of the statement include:

- We support fostering greater population growth through density opportunities, annexation opportunities, and improving the sustainable quality of life of Salt Lake City.
- We support working with the State to encourage economic development projects that meet the **City's overall goals and are located to maximize the City's existing infrastructure, transit options, and housing.**

The statement for Neighborhood Quality of Life reads:

"The Quality of Life in neighborhoods is dependent on access to a wide variety of housing types for all income levels, and is enhanced by a balance and network of uses and services that includes opportunity for neighborly / social interaction; a safe environment to play and engage in the community; access to grocery and

retail services; access to entertainment; supporting elements such as schools; and a variety of nearby businesses to thrive.”

Values in support of the statement include:

- o We support policy and budget changes that promote growth of neighborhood businesses, institutions and other developments in order to provide conveniently located and physically accessible retail services to residents and provide more places for neighbors to socially interact.
- o We value transit options for neighborhoods.
- o We value open space that creates a place for social gathering, interaction and community building within neighborhoods.
- o We support the ownership of buildings for small neighborhood businesses.
- o We support schools within walking distance in our neighborhoods.

Cc: Cindy Gust-Jenson, David Everitt, Margaret Plane, Eric Shaw, Wilf Sommerkorn, Rick Graham, Robin Hutcheson, Jennifer Bruno, Mary De La Mare Schaefer, Nick Norris, Maryann Pickering, Neil Lindberg

File Location: Sugar House Streetcar, transportation, open space, Fairmont Park

¹ Planning Commission Staff Report, May 22, 2013, Maryann Pickering, Page 11.

² Proposed Ordinance, November 25, 2013, Pages 27 and 28.

³ Minutes, Salt Lake City Planning Commission, February 14, 2014, 8:45:06 p.m.

⁴ Transmittal Letter, November 25, 2013, Eric Shaw, Page 2.

⁵ Planning Commission Staff Report, May 22, 2013, Maryann Pickering, Page 12.

⁶ Pickering, Page 12.

⁷ Pickering, Page 12.

⁸ E-Mail, Rick Graham, February 6.

⁹ Commentary on draft City Council staff report, February 13.

¹⁰ Transmittal Letter, November 25, 2013, Eric Shaw, Page 4.

¹¹ *Sugar House Streetcar: Land Use and Urban Design Recommendations*, Marilee Utter, Citiventure Associates and Ron Straka, Slide 17.

¹² Shaw, Page 4.

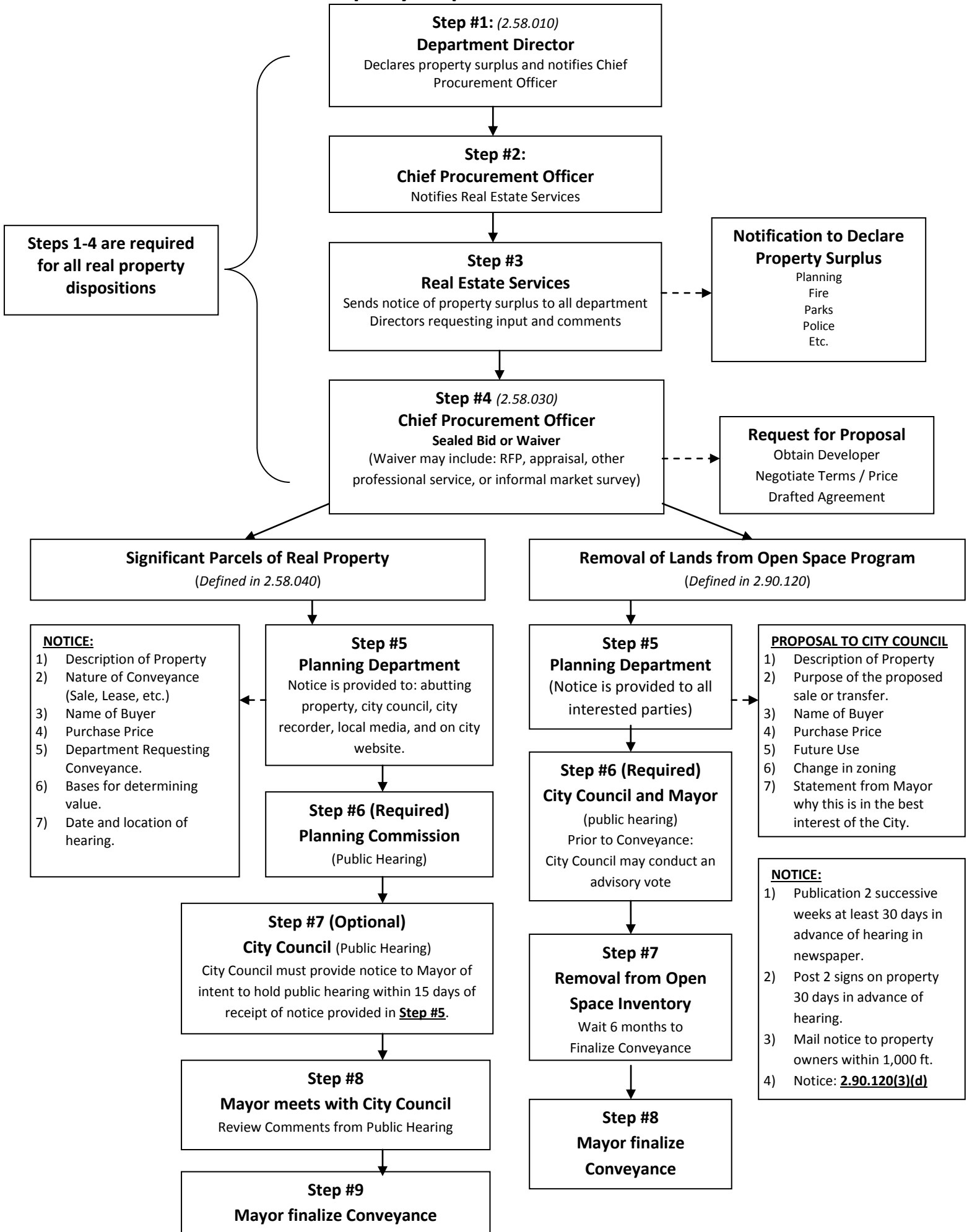
¹³ Shaw, Page 4.

¹⁴ Fairmont Park Master Plan, Rick Graham, February 24, 2009.

¹⁵ City Council Staff Report, Budget for Capital Improvement Program Fund, August 18, 2009, Jennifer Bruno, Page 5.

¹⁶ Bruno, Page 5.

Property Disposition Work Flow



SCANNED TO: Mayor
SCANNED BY: Ractelc
DATE: 11-18-13

ERIC D. SHAW
DIRECTOR

SALT LAKE CITY CORPORATION
DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT
OFFICE OF THE DIRECTOR

RALPH BECKER
MAYOR

RECEIVED

MARY DE LA MARE-SCHAEFER
DEPUTY DIRECTOR

CITY COUNCIL TRANSMITTAL

NOV 18 2013

Salt Lake City Mayor


David Everitt, Chief of Staff

Date Received: 11/18/2013
Date Sent to Council: 11/25/2013

TO: Salt Lake City Council
Kyle LaMalfa, Chair

DATE: November 12, 2013

FROM: Eric Shaw, CED Director



SUBJECT: Sugar House Streetcar Corridor Master Plan and Zoning Amendments –
As part of the visioning and planning for the Sugarhouse Streetcar, Mayor
Ralph Becker is proposing modifications to the Sugar House Master Plan
and new zoning regulations for the corridor.

STAFF CONTACT: Maryann Pickering, AICP, Principal Planner
(801) 535-7660 or maryann.pickering@slcgov.com

COUNCIL SPONSOR: Exempt – Mayor initiated.

DOCUMENT TYPE: Ordinance

RECOMMENDATION: Adopt the Planning Commission recommendation.

BUDGET IMPACT: None

BACKGROUND/DISCUSSION:

Planning for the Sugar House Streetcar began in 2006 with the study of alternatives for transit through South Salt Lake City and Salt Lake City. The results of this first study determined that a streetcar within the existing Utah Transit Authority right of way (approximately 2230 South between the Central Pointe TRAX station and Highland Drive) would best serve the community goals of mobility and economic development. The project is a high priority for South Salt Lake City, Salt Lake City, and the Utah Transit Authority, which have collaborated on grant applications for federal funding. The project envisions a modern streetcar line that will connect a thriving regional commercial center (Sugar House Business District) to the regional TRAX light rail system.

In order to provide both Salt Lake City and South Salt Lake City with direction on the desires of the community, a consultant was retained by the Redevelopment Agency of

Salt Lake City to complete a visioning process and provide a conceptual Land Use and Urban Design Plan. The conceptual plan was completed in March 2012. Members of the community participated in the visioning process to help shape the vision for the streetcar corridor. The visioning process noted that the existing master plan would have to be changed in regards to some of the properties along the corridor and that the current zoning in those areas were not conducive to implementing the community vision.

In response, the Planning Division worked with the community, South Salt Lake, property owners, business owners, UTA and other stakeholders to propose modifications to the Sugar House Master Plan and to create a form-based code to help implement the master plan. The form based code focuses on the form of the buildings versus the use of the buildings in order to integrate the streetcar with future development and link future land use with the transportation infrastructure in the area.

Master Plan Amendments

In considering an amendment to the Sugar House Master Plan as part of the Sugar House Streetcar Zoning and Master Plan Amendment project, Planning staff considered the following documents related to land use:

- Salt Lake City Futures Commission Report (1998)
- Salt Lake City Urban Design Element (1990)
- Salt Lake City Community Housing Plan (2012)
- Salt Lake City Transportation Plan (1996)
- Sugar House Master Plan (2005)
- Wasatch Choices 2040 (2011)

A detailed analysis of each of the above documents related to this project can be found in the May 22, 2013 Planning Commission Staff Report.

Zoning Map and Text Amendments

The Sugar House streetcar corridor has some unique features that create challenges to administering development regulations. The corridor is located along a former railroad right-of-way and has little access along a street. In fact, a majority of the corridor is located on the side or rear of various residential and commercial properties. In many cases, the adjacent properties have frontage on two streets and along the streetcar corridor. A number of lots are uniquely shaped with challenging dimensions. The existing land uses are either auto oriented or old industrial types of developments that used to require freight service. The unique characteristics of the parcels, development patterns and other characteristics make it difficult to apply any of the existing Salt Lake City zoning districts to the areas along the streetcar corridor. Due to these facts, the Planning Division recommended to the community, the Mayor and the Planning Commission that a form based zoning approach be used to implement the community's vision along the corridor. The goal of the zoning for the area was to allow development that is transit oriented in nature, yet respectful to the existing community, especially the existing single-family residential properties.

The proposed zoning for the streetcar area was developed using form based code principles. The timing is opportunistic for a form based code approach, because as part of the Wasatch Choices for 2040 project, a template for form based codes was produced by a consultant along with a workbook that provided guidance on how to create a form-based code, specifically written for the Wasatch Front, with some focus paid to the region's predominant development patterns. The Planning Division utilized the template to create the proposed code and made necessary modifications to the template to "calibrate" or make the code work in the context it was being applied. This context includes:

- Fitting the form-based code into the existing zoning structure of the city without reducing ability to implement the community's vision;
- Take advantage of existing sections of the zoning ordinance that work;
- Reduce the amount of administrative changes needed to administer a form based code; and
- Address the unique development pattern that exists along the corridor to better regulate new development, where appropriate, while limiting impacts to adjacent neighborhoods.

The changes include two districts; each at a different scale. New development would be regulated based on where it is along the corridor, the type of building it is, and the type of street that the building fronts on. The goal of the regulations is to produce desired development as defined by the visioning process. Desired development from the visioning process is characterized as the following:

- In order to capitalize on the public investment of transit and open space, a set of urban design and development guidelines must be put in place that defines the quality of the built environment development adjacent to and near the corridor to help make it a special, integrated place.
- New buildings adjacent to the corridor should be oriented to the corridor with its urban form, public spaces, entrances, display windows and outdoor areas/patios, terraces, porches, etc. In certain blocks, buildings should be set back a reasonable distance to accommodate expanded public or private open space and offer some variety in corridor width and experience.
- Facades should be designed to provide variety and diversity while maintaining continuity of the corridor character.
- Development should respect the scale and character of adjacent buildings and surrounding areas. The recognition and coordination between individual buildings or groups of buildings and the adjacent open space corridor are of prime importance to the success of the corridor being a special place.

The proposed master plan and zoning changes implement a number of the purposes, goals and objectives the various adopted master plans. A full analysis of the different implementation standards can be found in the May 22, 2013 Planning Commission staff report.

PUBLIC PROCESS:

A total of nine public meetings were held related to the proposed projects. The public meetings included applicable Community Councils, Community Open Houses and various meetings with property owners and residents. Please refer to the complete list on the May 22, 2013 Planning Commission staff report for the dates and types of meetings held.

In general, with the exception of one item, the comments received as part of this project were positive and supportive. The one exception, where there was little to no support, is related to the properties commonly referred to as the Boys & Girls Club/Tennis Court site located at the southeast corner of 900 East and Sugarmont Drive. The opposition voiced was for those two properties not to be removed from the City's Open Space Lands Program and remain as part of Fairmont Park.

Planning staff has identified the Boys & Girls Club and tennis court properties to be rezoned for two reasons. One, the visioning study recommended these properties be rezoned to a mixed use zoning designation, as they might be currently underutilized. Second, the location of these two properties across the street from the streetcar line is a prime location for redevelopment. When that is coupled with the investment made by the grant from the Department of Transportation and the city's investment in the area, it does make sense to rezone these properties.

However, it needs to also be pointed out that the current Sugar House Master Plan does provide a policy that the tennis courts should be renovated. There is also discussion in the master plan regarding the deficit of park acreage in the Sugar House area. The plan states that approximately 33 more acres are needed, based on the population when the plan was prepared in 2001. That number could be higher today.

As with any zoning change, the City Council has the final decision-making authority. This is especially true for these properties because they are part of the City's Open Space Lands Program/Inventory. Properties cannot be removed from the Open Space Lands Program unless the City Council completes a public process, including public hearings, and then votes to remove the lands. Because of this added complexity for these properties, Planning staff has determined the best course of action would be to recommend a zoning designation should the City Council decide to remove these properties from the Open Space Lands Program. If the City Council does not remove them, the current zoning of Open Space will remain and a mixed use development would not be possible. Planning staff has been working with other city departments for several months regarding the disposition of these properties. The process to start the public hearings on the lands has been started, but will most likely not be completed prior to a decision being made on these petitions. In the event these petitions go before the City Council first, the ordinance will be written in such a way that the properties will not be rezoned if the City Council does not remove them from the Open Space Lands Program.

At the July 31, 2013 Planning Commission meeting, the Planning Commission was given three options for rezoning the Boys & Girls Club and tennis courts site. The three

options were:

Option A – rezone both the Boys & Girls Club and tennis court sites

Option B – rezone only the tennis court site


Option C – do not rezone either site and leave them as open space

The Planning Commission chose Option A which has been the staff recommendation from the beginning. The reason for choosing this option was primarily based on the reasoning that the rezoning of the parcel was dependent on the City Council's decision whether or not to remove the lands from the Open Space Lands Program. If the Council chose to remove the lands, they would be rezoned. If they are not removed, the lands would remain zoned as open space.

PROPOSED CHANGES TO A-FRAME SIGNS


At this time, Planning staff is processing a City Council generated text amendment to modify the regulations for A-Frame signs. We expect this text amendment to go before the Planning Commission in December and be transmitted to the City Council for their consideration early in 2014. The proposed changes in the A-Frame Signs text amendment are different than the proposed regulations for a-frames signs in this petition for the Sugar House Streetcar area. Should the City Council adopt the proposed Sugar House Streetcar zoning regulations, the Planning Division recommends that the City Council make the following changes in the A-frame sign regulations identified in the proposed zoning regulations to avoid conflicts down the road:

Standards Recommended by the Planning Commission

A-Frame Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of two feet.
	Height	Maximum of three feet.
	Obstruction Free Area	Minimum of eight feet must be maintained at all times for pedestrian passage.
	Location Permitted	Private property or a public street. Signs are allowed on the streetcar corridor but shall be located outside of the Parley's Trail right-of-way.

Changes Proposed by Planning Staff

The difference between what is in the ordinance and what is recommended by Planning Commission is only the clarification of the support structure. Planning staff would recommend that the frame or support structure be allowed to project up to six inches in any direction from the sign face.

A-Frame Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of two feet.
	Height	Maximum of three feet.
	Support Structure	Any portion of the frame for a portable sign may extend up to six inches in any direction beyond the sign face.
	Obstruction Free Area	Minimum of eight feet must be maintained at all times for pedestrian passage.
	Location Permitted	Private property or a public street. Signs are allowed on the streetcar corridor but shall be located outside of the Parley's Trail right-of-way.

1. CHRONOLOGY

PROJECT CHRONOLGY
PLNPCM2012-00576 and PLNPCM2012-00577

August 20, 2012	Both petitions initiated by the Mayor's Office.
October 2, 2012	Sugar House Community Council meeting.
October 11, 2012	Project was routed to various departments/divisions for their input and comments.
October 18, 2012	Planning Division Open House.
October 23, 2012	Meeting with various property owners.
November 7, 2012	Sugar House Community Council meeting.
November 19, 2012	Sugar House Community Council Land Use Committee Meeting.
January 10, 2013	Meeting with various property owners.
April 16, 2013	Community Open House (held in Sugar House).
April 29, 2013	Meeting with various property owners.
May 9, 2013	Planning Commission public hearing notice mailed to owners and residents, published in the newspaper and posted on various websites.
May 23, 2013	Planning Commission public hearing. The item was continued to the July 10, 2013 Planning Commission hearing.
June 12, 2013	Liberty Wells Community Council meeting.
July 10, 2013	Planning Commission public hearing. The item was continued to the July 31 Planning Commission meeting.
July 31, 2013	Planning Commission public hearing. The Planning Commission voted to transmit a favorable recommendation to the City Council.
August 14, 2013	Planning Commission ratified minutes of the January 13, 2010 meeting
September 4, 2013	Requested ordinance from the City Attorney's Office.
September 26, 2013	Received ordinance from the City Attorney's Office.

2. ORDINANCE

SALT LAKE CITY ORDINANCE

No. _____ of 2014

(Amending the Sugar House Master Plan, amending the zoning ordinance to create the Streetcar Corridor form-based zoning district, and amending the zoning map to apply Streetcar Corridor zoning districts)

An ordinance amending the Sugar House Master Plan, amending the zoning ordinance to create the Streetcar Corridor form-based zoning district, and amending the zoning map to establish FB-SC and FB-SE zoning districts pursuant to Petition Nos. PLNPCM2012-00576 and PLNPCM2012-00577.

WHEREAS, the Salt Lake City Planning Commission held public hearings on May 22, 2013 and July 10, 2013 on applications submitted by Mayor Ralph Becker (“Applicant”) to amend the Sugar House Master Plan (PLNPCM2012-00577), and to amend the zoning ordinance and zoning map to create and apply Streetcar Corridor form-based zoning districts (PLNPCM2012-00576); and

WHEREAS, at its July 31, 2013 meeting, the planning commission voted in favor of forwarding a positive recommendation to the Salt Lake City Council on said applications; and

WHEREAS, after a public hearing on this matter the city council has determined that adopting this ordinance is in the city’s best interests; and

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending the Sugar House Master Plan. That the Sugar House Master Plan shall be and hereby is amended as follows:

- a. Amending the Text of the Sugar House Master Plan. That the text of the Sugar House Master Plan, as adopted in 2001 and subsequently amended, shall be and hereby is amended to add the “Community Transit District” land use category to the “Sugar House Development

Objectives” subsection of the Sugar House Future Land Use Plan section of that master plan, which appears on Page 2 thereof. The following text shall be inserted on Page 2 of the master plan following the “High-Intensity Mixed Use” category paragraph:

Community Transit District

The Community Transit District supports the development of a localized urban center that capitalizes on close proximity to the Sugar House Streetcar corridor and arterial streets. Uses include a mix of residential, retail, commercial, and office with buildings oriented to the pedestrian environment. Building height and density is concentrated along arterial streets and is similar to the height, density, and design in the Sugar House Business District which would create two active destinations linked by transit. While being a high density area, development in the Community Transit District also respects and is compatible with the surrounding residential neighborhoods. Future public improvements should be focused on creating an interconnected and cohesive district that caters to all modes of transportation including pedestrians and cyclists.

b. Amending the Text of the Sugar House Master Plan. That the text of the Sugar House Master Plan shall be and hereby is amended to add the following language to the Mobility, Access & the Pedestrian Experience section of the master plan (to be inserted at the end of that section):

Sugar House Streetcar and Greenway Corridor

The Sugar House community has long envisioned the transformation of the Denver Rio Grande rail right-of-way into a public transit and multi-use trail corridor. In 2012, this vision came to fruition as construction began on the Sugar House Streetcar and Greenway, a two mile long transit and active transportation corridor that connects the Sugar House Business District with the north-south TRAX light rail line at 2100 South in South Salt Lake City.

In 2011, the Redevelopment Agency of Salt Lake City funded an effort to create a vision for the streetcar corridor and surrounding area. This resulted in a set of recommendations put into a report titled Sugar House Streetcar Land Use and Urban Design Recommendations. As a result of this process, the City of Salt Lake City has funded improvements to transform the streetcar corridor into a greenway that includes dedicated multi-use pathways and amenities.

Many of the recommendations stated in the Land Use and Urban Design Recommendations report that are related to the streetcar and greenway corridor itself have been implemented. There are still improvements that should be considered in

the future to activate the corridor, support existing neighborhoods, and create vibrant transit oriented districts near the streetcar stops.

Policies

- Work with Utah Transit Authority (UTA) to add a neighborhood serving streetcar stop near 800 East.
- Where easements exist for automobile access within the corridor, the City should work with property owners to eliminate the easements. In the event of redevelopment of a property with an automobile access easement, all options must be explored to relocate and remove automobile access from the corridor.
- Restore the original rail line right-of-way boundaries by removing existing encroachments (structures, fences, parking, etc.).
- Streets that cross the corridor (500 East, 600 East, 700 East, 800 East, and 900 East) connect the corridor to adjacent neighborhoods; therefore, they should be developed as complete streets where feasible.
- Development along the streetcar and greenway should encourage transit and trail usage, and provide eyes on the corridor. All buildings should have entrances from the corridor, windows along the corridor, and should minimize blank walls. Seating, dining areas, and active accessory functions should be encouraged.
- Development should not overpower the corridor. Building heights should be sensitive to the open space characteristic of the corridor and allow sufficient sunlight.
- Improve the public right-of-way near the streetcar stations to enhance pedestrian and bicycle circulation. Specific projects include:
 - Work with Utah Department of Transportation (UDOT) to eliminate the right hand travel lanes along 700 East between 2100 South and the 700 East streetcar station and replace the travel lanes with on-street parking and a bike lane.
 - Widen the sidewalks within the Community Transit District and near the 500 East, 900 East, and McClelland streetcar stations to allow for a wider pedestrian thoroughfare, as well as additional space for furnishing and planting areas. One approach is to require additional front building setbacks with hardscaped front yard areas.
 - Connect Green Street to Wilmington Avenue to eliminate the dead end at the south end of Green Street.

- Analyze the feasibility of creating a beautification district within the Community Transit District to develop a program for the installation of and maintenance of street lighting, paving material, and landscaping with a common theme or pattern.
- Redevelop the City-owned open space property located at the southeast corner of 900 East and Sugarmon Drive into a transit supportive development. Redevelopment of the property should include sidewalk improvements that support a walkable and active development.

c. Amending the Future Land Use Map of the Sugar House Master Plan. That the Future Land Use Map of the Sugar House Master Plan is amended to designate the areas shown respectively in the map attached hereto as Exhibit “A” as Mixed Use - High Intensity and Community Transit District. The attached exhibit only shows the areas to be re-designated and does not replace the future land use designations of those areas not highlighted.

SECTION 2. Adopting Section 21A.27.040 of Salt Lake City Code. That Title 21A of the *Salt Lake City Code* (Zoning), shall be, and hereby is, amended to adopt Section 21A.27.040 (Zoning: Form Based Districts: Streetcar Corridor District (FB-SC and FB-SE)), which shall read and appear as follows:

21A.27.040 Streetcar Corridor District (FB-SC and FB-SE):

A. Purpose Statement:

The purpose of the FB-SC and FB-SE Streetcar Corridor Zoning Districts are to create people oriented neighborhoods along the city’s streetcar corridors that provide the following:

1. People oriented places;
2. Options for housing types;
3. Options for shopping, dining, employment and fulfilling daily needs within walking distance or conveniently located near transit;
4. Transportation options;
5. Appropriately scaled buildings that activate the district areas while respecting the existing character of the neighborhood; and

6. Safe, accessible, interconnected networks for people to move around in.

B. Context Description:

The form based Streetcar Corridor districts are intended to be utilized near the vicinity of a streetcar corridor or other transit corridors with similar development characteristics and restraints. It is appropriate in areas with the following characteristics:

1. Street, Block and Access Patterns: a regular pattern of blocks surrounded by a traditional grid of streets that provide mobility options and connections for pedestrians, bicyclists, and automobiles. Blocks include sidewalks separated from the vehicle travel lanes by a landscaped park strip. Front yards are landscaped or include active, outdoor uses. Streets are classified based on their ability to serve pedestrians, cyclists and automobiles.
2. Building Placement and Location: buildings are generally located close to the sidewalk, trail or public walkway with a small, transitional, semi-public space, such as a landscaped front yard, that is consistent along the block face. Certain development regulations are determined based on the street frontage that a property is located on. Properties may have multiple frontage types and the specific regulations apply to each frontage.
3. Building Height: building heights on Greenway, Pedestrian, and Neighborhood streets are relatively low and consistent with existing building heights. Buildings located on Access streets are generally taller.
4. Mobility: a balance between pedestrians, bicyclists, transit riders, and motorists exists in the area, and residents are well connected to other parts of the city. The classification of streets in the area determines what type of transportation is a priority. To guarantee access to private property, automobile and service access is required on some Pedestrian and Neighborhood streets.

C. Sub-Districts:

The following sub-districts can be found in the form based Streetcar Corridor districts:

1. FB-SC Streetcar Core Sub-District.

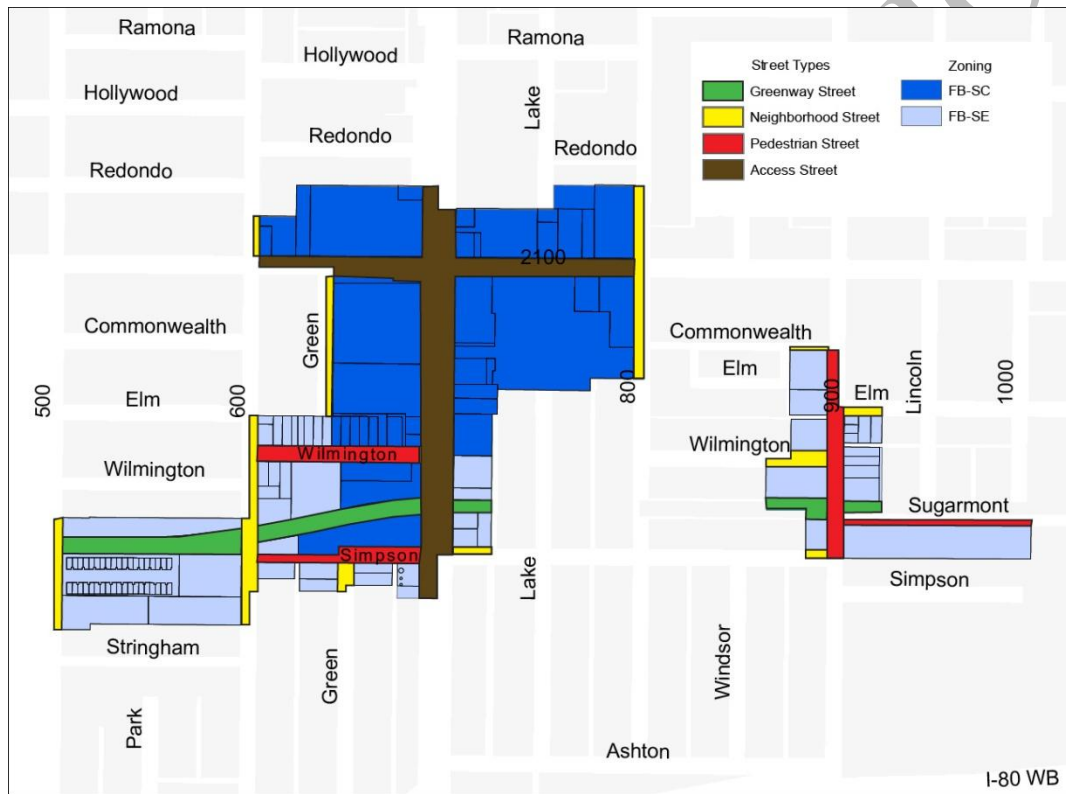
The FB-SC Streetcar Core Sub-District contains the most intensive level of development in the vicinity of the streetcar. Buildings are generally six to seven stories in height and are supported by multiple street types so that they pedestrians, bicyclists and drivers have access to the properties within the area. Development standards are based on building type.

2. FB-SE Streetcar Edge Sub-District.

The FB-SE Streetcar Edge Sub-District is intended to provide an appropriate transition in building size and scale between existing neighborhoods and the Core area. Buildings may be up to four stories in height, with appropriate setbacks when adjacent to lower scale residential neighborhoods. Development regulations are based on building type, with the overall scale, form and orientation as the primary focus.

3. Applicability of Sub-Districts. The regulations of the sub-districts shall apply as indicated in the Regulating Plan Map.

21A.27.040.C Regulating Plan Map:



D. Building Forms:

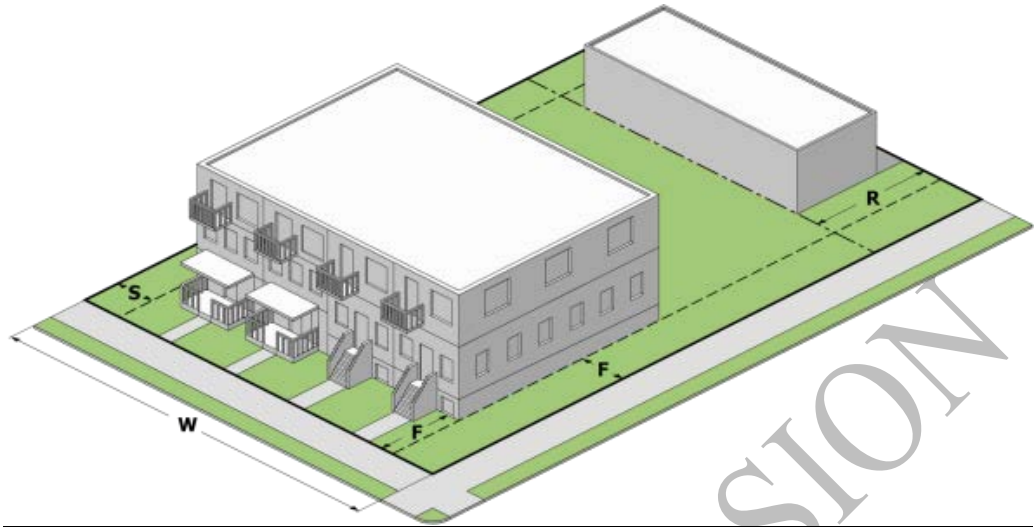
1. Permitted building forms are described below. Each building form includes a general description and definition, as well as images of what the building form may look like. Building form images are for informational purposes only and not intended to demonstrate exactly what must be built. The images should be used to classify existing and proposed buildings in order to determine what development regulations apply. The images are not to scale. They should not be used to dictate a specific architectural style as both traditional and contemporary styles can be used.
 - a. Cottage Development: A unified development that contains two or more detached dwelling units with each unit appearing to be a small single-family dwelling with a common green or open space. Cottage Developments are allowed only in the

FB-SE zoning district.

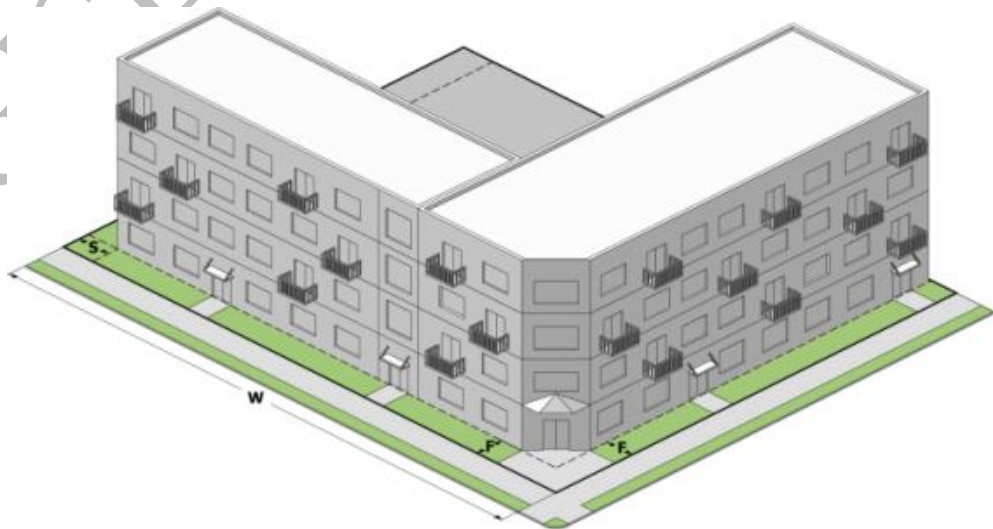


- b. Row House: A series of attached single family dwellings that share at least one common wall with an adjacent dwelling unit. A Row House development contains a minimum of three residential dwelling units. Each unit may be on its own lot. Parking can be located behind the residential structure or at the ground level of the building with living space located above it. Row Houses are allowed only in the FB-SE zoning district.

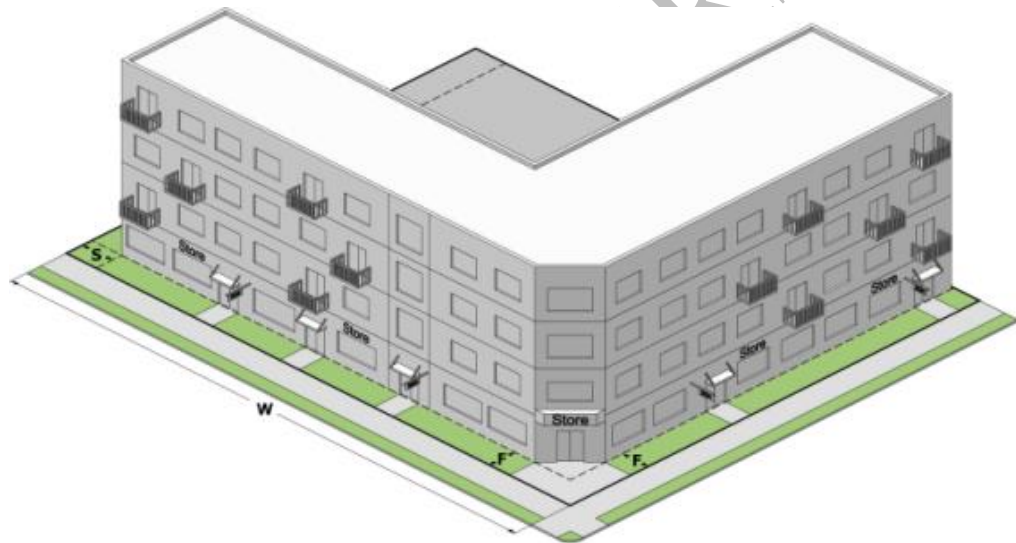




- c. Multi-Family Residential: A multi-family residential structure containing three or more dwelling units that may be arranged in a number of configurations. Multi-Family Residential Forms are allowed in either the FB-SE or FB-SC zoning districts.



- d. Store Front: A single or multi-story building that contains a mix of commercial and/or office with residential uses. Store Fronts are allowed in either the FB-SE or FB-SC zoning districts.



E. Street Types:

1. Street Types Intent. The intent of identifying specific types of streets in the streetcar districts is to:
 - a. Ensure that a hierarchy of transportation is established;
 - b. Guarantee access to private property; and
 - c. Determine the appropriate manner in which buildings address streets.
2. Street Types Established. The following types of streets are hereby established. The location and applicability of street type regulations are shown on map 21A.27.040.C Regulating Plan Map.
 - a. Greenway Street: Streets that contain a streetcar line and stops and various types

- of multi-use trails. Greenway streets may provide access for pedestrians and bicycles. Automobiles are not permitted on Greenway streets.
- b. Neighborhood Street: Neighborhood streets are intended to serve the adjacent neighborhoods and are generally considered local streets. Automobile access may be provided to each individual lot. Access to certain building forms is not permitted from a Neighborhood street unless the property only has frontage on a Neighborhood street.
 - c. Pedestrian Street: Pedestrian streets are those streets that are designed to accommodate a high number of pedestrians. Automobile access to private property may be permitted. Pedestrians are the priority.
 - d. Access Street: Access streets are designed to provide automobile and service access in a manner that balances the needs of automobiles and pedestrians.

F. Specific Intent of Regulations:

1. Building Form Standards:

- a. Encourage building forms that are compatible with the neighborhood and the future vision for the neighborhood by acknowledging there will be different scaled buildings in the area;
- b. Arrange building heights and scale to provide appropriate transitions between buildings of different scales and adjacent areas, especially between different sub-districts;
- c. Guide building orientation through setbacks and other requirements to create a consistent street edge, enhance walkability by addressing the relationship between public and private spaces, and ensure architectural design will contribute to the character of the neighborhood;
- d. Use building form, placement, and orientation to identify the private, semi-private, and public spaces;
- e. Minimize the visual impact of parking areas; and
- f. Minimize conflicts between pedestrians, bicyclists, and vehicles.

2. Design Related Standards:

- a. Implement applicable master plans;
- b. Continue the existing physical character of residential streets while allowing an increase in building scale along identified types of streets;
- c. Arrange buildings so they are oriented towards the street or the greenway in a manner that promotes pedestrian activity, safety, and community;
- d. Provide human-scaled buildings that emphasize design and placement of the main entrance and exit of the building on street facing facades;
- e. Provide connections to transit through public walkways;
- f. Provide areas for appropriate land uses that encourage use of public transit and are compatible with the neighborhood; and
- g. Promote pedestrian and bicycle amenities near transit facilities to maximize alternative forms of transportation.

- h. Screening: All building equipment and service areas, including on grade and roof mechanical equipment and transformers that are readily visible from the public right of way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact, or enclosed as to appear to be an integral part of the architectural design of the building.

G. Building Form Standards:

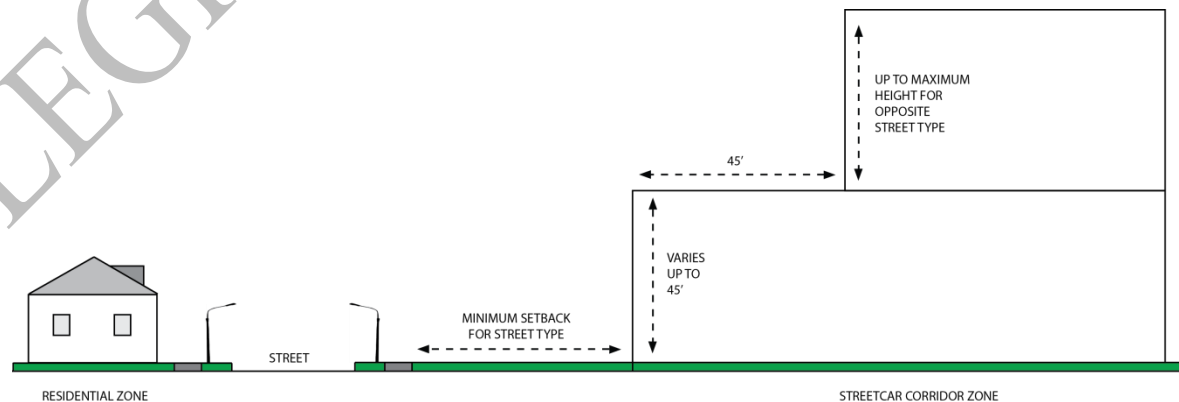
1. The provisions of this section shall apply to all properties located within the FB-SC and FB-SE zoning districts as indicated on the map in subsection C above.
2. Building form and street type standards apply to all new buildings and additions when the new construction related to the addition is greater than 25% of the footprint of the structure or 1,000 square feet, whichever is less. Refer to Section 21A.27.040.H for more information on how to comply with the building configuration standards. The graphics included provide a visual representation of the standards as a guide and are not meant to supersede the standards in the tables. Only building forms identified in the table are permitted.
3. Streetcar Core Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District.

Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District:

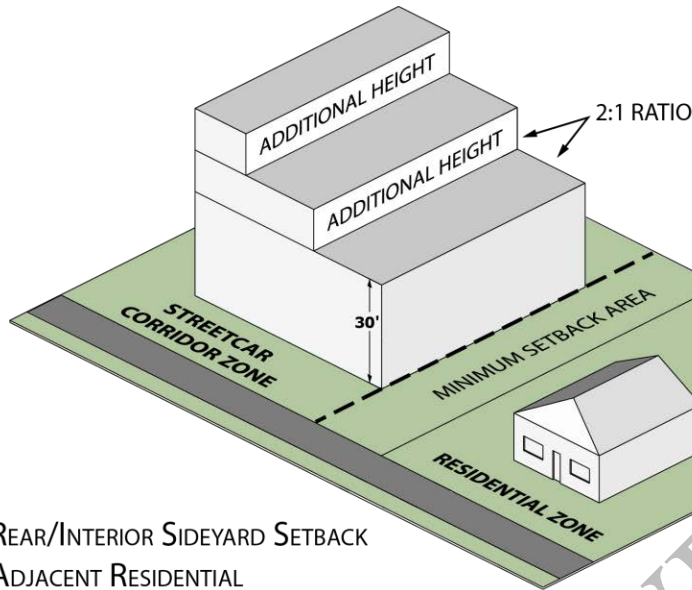
<u>Permitted Building Forms</u> <u>Multi-Family and Store Front</u>			
<u>H</u>	<u>Height (per street type) measured from established grade</u>	<u>Greenway</u>	<u>Minimum of 2 stories. Maximum of 45 feet.</u>
		<u>Neighborhood</u>	<u>No minimum. Maximum of 45 feet.</u>
		<u>Pedestrian</u>	<u>Minimum of 2 stories. Maximum of 105 feet.</u>
		<u>Access</u>	<u>Minimum of 2 stories. Maximum of 105 feet.</u>
	<u>Special Height Provisions for multiple frontage properties</u>		<u>For properties that have frontage on multiple streets type with different maximum height requirements, the lower of the maximum heights applies to a horizontal measurement equal of the lower of the two heights measured from the building setback. See illustration below.</u>
<u>F</u>	<u>Front and Corner Side Yard Setback</u>	<u>Greenway</u>	<u>Minimum of 5 feet. Maximum of 15 feet.</u>
		<u>Neighborhood</u>	<u>Minimum of 15 feet. Maximum of 25 feet.</u>
		<u>Pedestrian</u>	<u>Minimum of 5 feet. Maximum of 10 feet.</u>

	<u>Access</u>	<u>Minimum of 15 feet. Maximum of 25 feet.</u>
<u>B</u>	<u>Required Build-To</u>	<u>Minimum of 50% of any street facing façade shall be built to the minimum setback line.</u>
<u>S</u>	<u>Interior Side Yard</u>	<u>When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.</u>
<u>R</u>	<u>Rear Yard</u>	<u>When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.</u>
<u>I</u>	<u>Minimum Lot Size</u>	<u>4,000 square feet; not to be used to calculate density.</u>
<u>W</u>	<u>Minimum Lot Width</u>	<u>50 feet.</u>
<u>DU</u>	<u>Dwelling Units per Building Form</u>	<u>No minimum or maximum.</u>
<u>BF</u>	<u>Number of Building Forms per Lot</u>	<u>One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.</u>

Special Height Provision for Multiple Frontage Properties Illustration



Interior Side Yard and Rear Yard Illustration



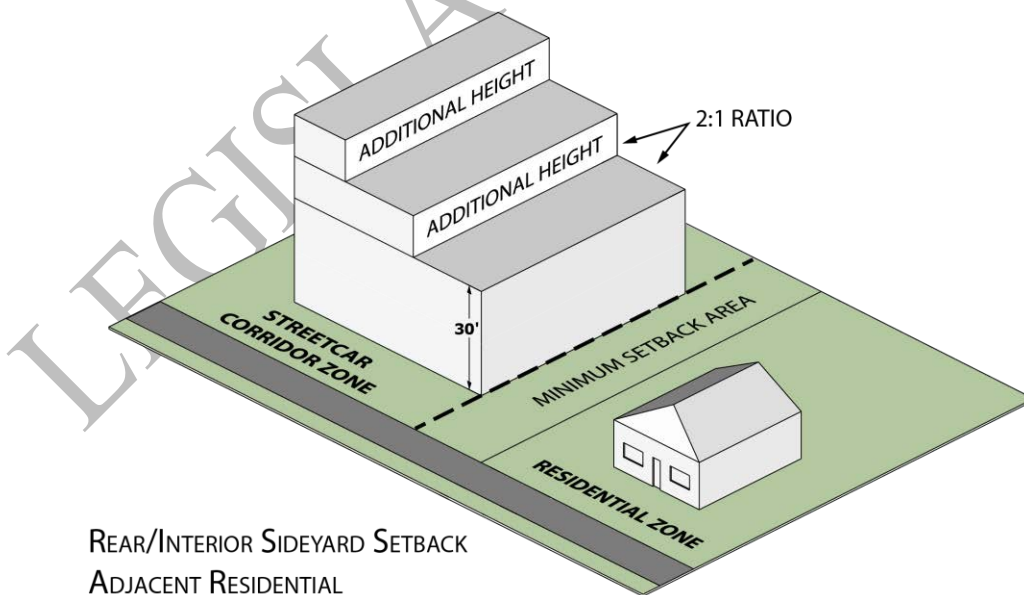
REAR/INTERIOR SIDEYARD SETBACK
ADJACENT RESIDENTIAL

4. Streetcar Edge Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.4 Building Form Standards Streetcar Core Sub-District.

Table 21A.27.040.G.4 Building Form Standards Streetcar Edge Sub-District:

<u>Permitted Building Forms</u> <u>Cottage, Row House, Multi-Family and Store Front</u>			
<u>H</u>	<u>Height (per street type) measured from established grade</u>	<u>Greenway</u>	<u>Maximum of 45 feet.</u>
		<u>Neighborhood</u>	<u>Maximum of 45 feet.</u>
		<u>Pedestrian</u>	<u>Maximum of 45 feet.</u>
		<u>Access</u>	<u>Minimum of 2 stories. Maximum of 45 feet.</u>
<u>F</u>	<u>Front and Corner Side Yard Setback</u>	<u>Greenway</u>	<u>Minimum of 5 feet. Maximum of 15 feet.</u>
		<u>Neighborhood</u>	<u>Minimum of 15 feet. Maximum of 25 feet.</u>
		<u>Pedestrian</u>	<u>Minimum of 5 feet. Maximum of 10 feet.</u>
		<u>Access</u>	<u>Minimum of 15 feet. Maximum of 25 feet.</u>
<u>B</u>	<u>Required Build-To</u>	<u>Minimum of 50% of street facing façade shall be built to the minimum setback line.</u>	

<u>S</u>	<u>Interior Side Yard</u>	<u>When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.</u>
<u>R</u>	<u>Rear Yard</u>	<u>When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.</u>
<u>I</u>	<u>Minimum Lot Size</u>	<u>4,000 square feet; not to be used to calculate density.</u>
<u>W</u>	<u>Minimum Lot Width</u>	<u>50 feet.</u>
<u>DU</u>	<u>Dwelling Units per Building Form</u>	<u>No minimum or maximum.</u>
<u>BF</u>	<u>Number of Building Forms per Lot</u>	<u>One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.</u>



REAR/INTERIOR SIDEYARD SETBACK
ADJACENT RESIDENTIAL

5. Streetcar Design Standards. Design standards are listed below in Table 21A.27.040.G.5

Design Standards for all streetcar sub-districts.

Table 21A.27.040.G.5 Design Standards for all Streetcar Sub-Districts:

<u>Standard</u>	<u>All Building Forms</u>
<u>Building Entry</u>	<u>Minimum of one building entry per street frontage, on an identified street type. An additional entry feature is required for every 75 feet of building wall adjacent to an established street. Side entries for multiple dwelling unit buildings are permitted provided there is at least one primary entrance facing a public street. Each entry shall be a true entry into the building and not limited to an access door.</u>
<u>Pedestrian Connections</u>	<u>Pedestrian access to public walkway is required.</u>
<u>Ground Floor Transparency</u>	<u>Minimum of 60% of street facing façade, located between two and eight feet above the grade of the sidewalk, shall be transparent glass. This may be reduced to 30% if ground floor is occupied by residential uses.</u>
<u>Open Space</u>	<u>A minimum of 10% of lot area shall be provided for open space. Open space may include landscaped yards, patios, dining areas, balconies, rooftop gardens, and other similar outdoor living spaces. Required parking lot landscaping or perimeter parking lot landscaping shall not count towards the minimum open space requirement.</u>
<u>Upper Level Outdoor Space</u>	<u>All street facing residential units above the ground floor shall contain a usable balcony that is a minimum of four feet in depth. Balconies may overhang any required yard.</u>
<u>Building Façade Materials</u>	<u>A minimum of 70% of the ground floor of any street facing building facade shall be clad in glass, brick, masonry, textured or patterned concrete, metal, wood, or stone. Other materials may count up to 30% of the street facing building façade.</u>

H. Building Configuration Standards Defined:





The building configuration standards are defined in this section. The defined standards in this section are intended to identify how to comply with the building configuration standards listed in the above tables:



1. Building entry. An entry will be considered to be the main entrance to a building intended for pedestrian use. Minimum of one main entry with an entry feature facing a public street or walkway. Buildings that front a public street and the streetcar corridor shall have one entry facing a street and one entry facing the streetcar corridor. Multi-family unit buildings shall have a minimum of one main entry with porch or stoop for at least one of the dwelling units facing a street. The main entry for the second dwelling unit may face the street, streetcar corridor, or side yard but also must have a porch or stoop entrance. Where required, the building entry must be one of the following:

- a. Door on the same plane as street or streetcar facing façade.
- b. Recessed Entry: Inset behind the plane of the building no more than 10 feet. If

inset, then the sidewalls of the inset must be lined with clear glass if a commercial use. Opaque, smoked, or darkened glass is not permitted.

- c. Corner Entrance: Entry that is angled or an inside corner located at the corner of two intersecting streets. If a corner entrance is provide, it shall count as being an entrance on both streets.
- d. Encroachments: a permitted entry feature may encroach into a required yard provided no portion of the porch is closer than five feet to the front property line.
- e. The following building entries are permitted as indicated:

<u>Entry Feature Permitted Based on Building Form Type</u>	<u>Cottage Development</u>	<u>Row House</u>	<u>Multi-Family</u>	<u>Store Front</u>	
<u>Porch and Fence: A planted front yard where the street facing building façade is set back from the front property line with an attached porch that is permitted to encroach into the required yard. The porch shall be a minimum of six feet in depth. The front yard may include a fence no taller than three feet in height.</u>	<u>P</u>	<u>P</u>	<u>P</u>		
<u>Terrace or Lightwell: An entry feature where the street facing façade is setback from the front property line by an elevated terrace or sunken lightwell. May include a canopy or roof.</u>	<u>-</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Forecourt: An entry feature wherein a portion of the street facing façade is close to the property line and the central portion is set back. The court created must be landscaped, contain outdoor plazas, outdoor dining areas, private yards, or other similar features that encourage use and seating.</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	
<u>Stoop: An entry feature wherein the street facing façade is close to the front property line and the first story is elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance contains an exterior stair and landing that is either parallel or perpendicular to the street. Recommended for ground floor residential uses.</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	

<u>Shopfront: An entry feature where the street facing façade is close to the property line and building entrance is at sidewalk grade. Building entry is covered with an awning, canopy, or is recessed from the front building façade, which defines the entry and provides protection for customers.</u>	=	=	<u>P</u>	<u>P</u>	
<u>Gallery: A building entry where the ground floor is no more than 10 feet from the front property line and the upper levels or roofline cantilevers from the ground floor façade up to the front property line.</u>	=	=	<u>P</u>	<u>P</u>	

2. Pedestrian Connections. When provided, the following pedestrian connection standards apply:

- The connection shall provide direct access from any building entry to the public sidewalk, streetcar corridor or walkway.
- The connection shall comply with American with Disabilities Act (ADA) standards for accessibility.
- The connection shall be fully paved and have a minimum width of four feet.
- The connection shall be separated from vehicle drive approaches and drive lanes by a change in grade and a wheel stop or curb if the walkway is less than eight feet wide when feasible.
- Pedestrian connections that lead directly from the sidewalk to the primary building entrance may contain wing walls, no taller than two feet in height for seating, landscaping, etc.

3. Ground Floor Transparency. When provided, the ground floor transparency standards apply:

- There must be visual clearance behind the glass for a minimum of six feet. Three-dimensional display windows at least six feet deep are permitted and may be counted toward the 60% glass requirement.
- Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment.
- The reflectivity in glass shall be limited to 18%.
- The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front façade, shall comply with these standards.

I. Cottage Development Standards:

- Setbacks Between Individual Cottages. All cottages shall have a minimum setback of

- eight feet from another cottage.
2. Footprint. No cottage shall have a footprint in excess of 850 square feet.
 3. Building Entrance. All building entrances shall face a public street or a common open space.
 4. Open Space. A minimum of 250 square feet of common, open space is required per cottage up to a maximum of 1,000 square feet. At least 50% of the open space shall be contiguous and include landscaping, walkways or other amenities intended to serve the residents of the development.

J. Design Standards Alternatives:

1. Alternatives to the Minimum Setback. Where a minimum setback standard applies, the following alternatives may count towards the minimum setback requirement as indicated:
 - a. Landscaping Walls. Landscaping walls between 24 inches and 42 inches high may count toward 25% of the minimum requirement provided the following:
 - 1) The ability to sit on the wall is incorporated into the design.
 - 2) The wall is constructed of masonry, concrete, stone or ornamental metal.
 - 3) The wall maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
 - b. Pergolas and Trellises. Pergolas and trellises may count toward 25% of the minimum build to requirement provided the following:
 - 1) The structure is at least 48 inches deep as measured perpendicular to the property line.
 - 2) A vertical clearance of at least eight feet is maintained above the walking path of pedestrians.
 - 3) Vertical supports are constructed of wood, stone, concrete or metal with a minimum of six inches by six inches or a radius of at least four inches.
 - 4) The structure maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
 - c. Arcades. Arcades may count up to 100% of the minimum requirement provided the following:
 - 1) The arcade extends no more than two stories in height.
 - 2) No portion of the arcade structure encroaches onto public property.
 - 3) The arcade maintains a minimum pedestrian walkway of four feet.
 - 4) The interior wall of the arcade complies with the building configuration standards.
 - d. Plazas and Outdoor Dining. Plazas and outdoor dining areas may count towards up to 50% of the minimum requirement:

- 1) The plaza or outdoor dining is between the property line adjacent to the street or the streetcar corridor and the street facing building façade.
 - 2) Shall be within two feet of grade with the public sidewalk.
 - 3) The building entry shall be clearly visible through the courtyard or plaza.
 - 4) The building façades along the courtyard or plaza shall comply with the ground floor transparency requirement.
2. Alternatives to the Ground Floor Transparency Requirement. The planning director may modify the ground floor transparency requirement in the following instances:
 - a. The requirement would negatively impact the historical character of a building;
 - b. The requirement conflicts with the structural integrity of the building and the structure would comply with the standard to the extent possible.

K. Landscaping:

All required front yards or areas between a street facing building façade and a street shall be landscaped and maintained as landscaping. Plazas, courtyards, and other similar permitted features count towards the landscaping requirements.

1. Park Strip Landscaping. Park strip landscaping shall comply with section 21A.48.060 of this Title. Outdoor dining, benches, art, and bicycle racks shall be permitted in the park strip subject to city approval.
2. Landscaping in Required Yards. Where a front yard or corner side yard is provided, the yard shall be landscaped and maintained in good condition. The following standards apply:
 - a. At least one-third (1/3) of the yard area shall be covered by vegetation, which may include trees, shrubs, grasses, annuals, perennials, or vegetable plants. Planted containers may be included to satisfy this requirement.
 - b. No vegetation shall block the clear view at any driveway or street intersection and shall not exceed 30 inches in height.
 - c. Asphalt as paving material located in a front yard or corner side yard is prohibited.
3. Parking Lot Landscaping. Surface parking lots with more than ten parking stalls shall comply with the following requirements:
 - a. Perimeter Landscaping Buffer. A seven foot wide perimeter landscaping buffer is required. The buffer shall be measured from the property line to the back of curb or edge of asphalt.

- b. The landscaped buffer shall comply with Table 21A.48.070.G Required Perimeter Parking Lot Landscaping Improvements.
4. Any applicable standard listed in Chapter 21A.48 Landscaping shall be complied with. Where this section conflicts with Chapter 21A.48, this section shall take precedent.


L. Permitted Encroachments and Height Exceptions:




Obstructions and height exceptions are permitted as listed in this section or Section 21A.36.020.



1. Canopies. Canopies covering the primary entrance or entrances to a structure may extend into the right of way provided all city processes and requirements for right of way encroachments are complied with.
2. Projecting Shade Structures.
 - a. Projecting shade structures, such as awnings, marquees, window shades, trellises, and roof overhangs, may be used to provide articulation and regulate building temperature, especially along south facing building façades. When used, a projecting shade structure may extend up to 5 feet into a required yard or over the public street.
 - b. Projecting shade structures shall not block storefront or display windows, piers, columns, pilasters, architectural expression lines, or other prominent façade features.
 - c. If used over a sidewalk or walkway, projecting shade structures shall maintain a vertical clearance of ten feet above the adjacent sidewalk or walkway.


M. Signs:

1. Applicability. This section applies to all signs located within the FB-SC and FB-SE zoning districts. This section is intended to list all permitted signs in the zone. All signs noted below are allowed in either zoning district. All other regulations in Chapter 21A.46 Signs apply.

 A-Frame Sign	<u>Specifications</u>	
	<u>Quantity</u>	<u>One per leasable space. Leasable spaces on corners may have two.</u>
	<u>Width</u>	<u>Maximum of two feet.</u>
	<u>Height</u>	<u>Maximum of three feet.</u>
	<u>Obstruction Free Area</u>	<u>Minimum of eight feet must be maintained at all times for pedestrian passage.</u>
	<u>Location Permitted</u>	<u>Private property or a public street. Signs are allowed on the streetcar corridor but shall be</u>

		located outside of the Parley's Trail right-of-way.
<u>Awning or Canopy Sign</u> 	<u>Specifications</u>	
	<u>Quantity</u>	<u>One per window.</u>
	<u>Width</u>	<u>Equal to the width of the façade or the window they are located adjacent to.</u>
	<u>Projection</u>	<u>No maximum depth from building façade, however for public and private properties, design subject to mitigation of rainfall and snowfall runoff, conflict avoidance with tree canopies, and issuance of encroachments permits where required. The awning or canopy can project a maximum of two feet into the streetcar corridor.</u>
	<u>Clearance</u>	<u>Minimum of 10 feet of vertical clearance.</u>
	<u>Letters and Logos</u>	<u>Allowed on vertical portions of sign only.</u>
	<u>Location Permitted</u>	<u>Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.</u>
<u>Construction Sign</u> (see definition in Chapter 21A.46)	<u>Specifications</u>	
	<u>Quantity</u>	<u>One per construction site.</u>
	<u>Height</u>	<u>Maximum of 8 feet.</u>
	<u>Area</u>	<u>Maximum 64 square feet.</u>
	<u>Location Permitted</u>	<u>Private property or a public street. Signs can face the streetcar corridor but must be located on private property.</u>
<u>Flat Sign</u> 	<u>Specifications</u>	
	<u>Quantity</u>	<u>One per leasable space. Leasable spaces on corners may have two.</u>
	<u>Width</u>	<u>Maximum of 90% of width of leasable space.</u>
	<u>Height</u>	<u>Maximum of three feet.</u>
	<u>Area</u>	<u>1½ square feet per linear foot of store frontage.</u>
	<u>Projection</u>	<u>Maximum of one foot.</u>
<u>Nameplate Sign</u> 	<u>Specifications</u>	
	<u>Quantity</u>	<u>One per leasable space. Leasable spaces on corners may have two.</u>
	<u>Area</u>	<u>Maximum of three square feet.</u>
<u>Political Sign</u> (see definition in Chapter 21A.46)	<u>Specifications</u>	
	<u>Quantity</u>	<u>No limit.</u>
	<u>Height</u>	<u>Maximum six feet.</u>
	<u>Area</u>	<u>Maximum 32 square feet.</u>
<u>Private Directional Sign</u> (see definition in Chapter 21A.46)	<u>Specifications</u>	
	<u>Quantity</u>	<u>No limit.</u>
	<u>Height</u>	<u>Five feet.</u>
	<u>Restriction</u>	<u>May not contain business name or logo.</u>
	<u>Location Permitted</u>	<u>Private property or a public street. Signs can face the streetcar corridor but must be located on</u>

		<u>private property. All signs are subject to the requirements of the revocable lease permitting process.</u>
<u>Projecting Sign</u> 	<u>Specifications</u>	
	<u>Quantity</u>	<u>One per leasable space. Leasable spaces on corners may have two.</u>
	<u>Clearance</u>	<u>Minimum of 10 feet above sidewalk/walkway.</u>
	<u>Area</u>	<u>Six square feet per side, 12 square feet total.</u>
	<u>Projection</u>	<u>Maximum of four feet from building façade for public and private streets. Maximum of two feet within the streetcar corridor.</u>
	<u>Location Permitted</u>	<u>Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.</u>
<u>Projecting Parking Entry Sign</u> <u>(see projecting sign graphic)</u>	<u>Specifications</u>	
	<u>Quantity</u>	<u>One per parking entry.</u>
	<u>Clearance</u>	<u>Minimum of 10 feet above sidewalk/walkway.</u>
	<u>Height</u>	<u>Maximum of two feet.</u>
	<u>Area</u>	<u>Four square feet per side, eight square feet total.</u>
	<u>Projection</u>	<u>Maximum of four feet from building façade for public and private streets. Maximum of two feet within the streetcar corridor.</u>
	<u>Location Permitted</u>	<u>Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.</u>
<u>Public Safety Sign</u>	<u>Specifications</u>	
	<u>Quantity</u>	<u>No limit.</u>
	<u>Height</u>	<u>Maximum of six feet.</u>
	<u>Area</u>	<u>Eight square feet.</u>
	<u>Projection</u>	<u>Maximum of one foot.</u>
	<u>Location Permitted</u>	<u>Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.</u>
<u>Real Estate Sign</u> 	<u>Specifications</u>	
	<u>Quantity</u>	<u>One per leasable space. Leasable spaces on corners may have two.</u>
	<u>Height</u>	<u>Maximum of four feet for residential signs. Maximum of six feet for commercial signs.</u>
	<u>Area</u>	<u>Eight square feet is the maximum for residential. 16 square feet is the maximum allowed for commercial.</u>
	<u>Location Permitted</u>	<u>Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.</u>
<u>Window Sign</u>	<u>Specifications</u>	

	<u>Quantity</u>	<u>1 per window</u>
	<u>Height</u>	<u>Maximum of three feet.</u>
	<u>Area</u>	<u>Maximum of 25% of window area.</u>

N. Accessory Uses, Buildings and Structures:

1. Applicability. The standards in this section apply to all accessory uses, buildings and structures in all the FB-SC and FB-SE districts.

2. General Standards.

a. Specifically allowed structures:

1) Residential Buildings. Garages, carports, sheds, garden structures, and other similar structures are permitted.

a) Accessory buildings are permitted in rear yards only. Buildings associated with community gardens and urban farms are permitted in the buildable area of any lot and any rear yard area.

b) No accessory structure shall exceed fifty percent (50%) of the footprint of the principal structure. Garages and carports may be built to a size necessary to cover parking spaces provided all other requirements in this chapter are complied with.

c) Building Height: No accessory structure shall exceed 17 feet in height to the top of the ridge unless otherwise authorized in this title.

d) Required Setbacks:

I. Setbacks along Established Streets.

a) Greenway Streets: Not permitted within 15 feet of a property line.

b) Pedestrian Streets: Not permitted between property line and principal structure.

c) Access Streets: Permitted in a corner side yard provided the accessory structure is located at least 10 feet behind the street facing façade of the principal structure.

d) Neighborhood Street: Permitted in a corner side yard provided the accessory structure is located behind the street facing façade of the principal structure.

II. From side property line: a minimum of one foot.

III. From any rear property line: a minimum of one foot.

IV. From any property line: a minimum of one foot.

V. From the street facing plane of any principal building: a minimum of

10 feet.

b. Fences, Walls and Retaining Walls. The following regulations of fences and walls apply:

1) Fences Along Established Streets.

- a) Greenway Street: Permitted in front and corner side yard to a maximum height of three feet. Fences up to six feet in height may be located a minimum of 15 feet from the street property line. Special exceptions for additional height are not authorized.
- b) Pedestrian Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
- c) Access Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
- d) Neighborhood Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.

2) Permitted Materials. Fences and walls may be constructed of the following materials: wood, metal, stone or masonry. Chain link, vinyl, or synthetic wood products are permitted fence materials only along interior side yards or in rear yards.

3) All fences, walls and retaining walls along the Greenway Street should be modified to meet the above requirements whenever modifications require compliance with this chapter of the zoning ordinance.

c. Urban Agriculture Structures. Hoop houses and cold frames are permitted in any yard up to a height of 24 inches.

d. Structures not Listed. Accessory structures not listed in this chapter may be permitted as a special exception pursuant to Chapter 21A.52. All other requirements, including location requirements found in this section shall be complied with.

O. Parking Locations:

1. Intent. The intent of regulating parking locations for the FB-SC and FB-SE zoning district is to provide necessary off street parking while limiting the amount of land dedicated to parking.

2. Parking and Established Streets. The regulations in Table 21A.27.040.O.6 Parking and Established Streets apply to properties that have frontage on established streets.

Table 21A.27.040.O.3

	<u>Greenway Street</u>	<u>Neighborhood Street</u>	<u>Pedestrian Street</u>	<u>Access Street</u>
<u>Vehicle Access Location</u>	<u>Not permitted.</u>	<u>Only permitted when Access Street is not accessible. One driveway per building form.</u>	<u>Only permitted when Access Street is not accessible.</u>	<u>One driveway per building form or one driveway for every 100 feet of frontage.</u>
<u>Driveway Width</u>	<u>Not applicable.</u>	<u>Maximum of 24 feet.</u>		<u>Maximum of 30 feet.</u>
<u>Curb Radius</u>	<u>Not permitted.</u>	<u>5 feet.</u>	<u>10 feet.</u>	<u>20 feet.</u>
<u>Surface Parking in Front or Corner Side Yard</u>	<u>Permitted if setback a minimum of 15 feet and screened.</u>	<u>Not permitted.</u>		
<u>Minimum Sidewalk Width</u>	<u>Not applicable.</u>	<u>10 feet.</u>		
<u>Minimum Park Strip Width</u>	<u>Not applicable.</u>	<u>8 feet.</u>		

P. Permitted Land Uses:

1. Applicability. The table of permitted uses applies to all properties in the FB-SC and FB-SE zoning districts:
 - a. Permitted Uses: A use that contains a P in the specific sub-district is permitted in the sub-districts.
 - b. Uses not listed: Uses not listed are prohibited unless the zoning administrator has made an administrative interpretation that a proposed use is more similar to a listed permitted use than any other defined use. A use specifically listed in any other land use table in Title 21A that is not listed in this section is prohibited.
 - c. Building Form: Uses that are included in the description of each Building Form are permitted in the sub-district where the Building Form is permitted.

Table 21A.27.040.P Permitted Uses

<u>Use</u>	<u>FB-SC and FB-SE</u>
------------	------------------------

<u>Accessory use, except those that are specifically regulated in this chapter, or elsewhere in this title</u>	<u>P</u>
<u>Alcohol, microbrewery</u>	<u>P</u>
<u>Alcohol, social club</u>	<u>P</u>
<u>Alcohol, tavern or brewpub, 2,500 square feet or less in area</u>	<u>P</u>
<u>Animal, veterinary office</u>	<u>P</u>
<u>Antenna, communication tower</u>	<u>P</u>
<u>Art gallery</u>	<u>P</u>
<u>Bed and breakfast</u>	<u>P</u>
<u>Bed and breakfast inn</u>	<u>P</u>
<u>Bed and breakfast manor</u>	<u>P</u>
<u>Clinic (medical, dental)</u>	<u>P</u>
<u>Community garden</u>	<u>P</u>
<u>Daycare center, adult</u>	<u>P</u>
<u>Daycare center, child</u>	<u>P</u>
<u>Dwelling, assisted living facility (large)</u>	<u>P</u>
<u>Dwelling, assisted living facility (small)</u>	<u>P</u>
<u>Dwelling, cottage</u>	<u>P</u>
<u>Dwelling, group home (large)</u>	<u>P</u>
<u>Dwelling, group home (small) when located above or below first story office, retail, or commercial use, or on the first story where the unit is not located adjacent to street frontage</u>	<u>P</u>
<u>Dwelling, multi-family</u>	<u>P</u>
<u>Dwelling, residential substance abuse treatment home (large)</u>	<u>P</u>
<u>Dwelling, residential substance abuse treatment home (small)</u>	<u>P</u>
<u>Dwelling, single-family attached (Row House building only)</u>	<u>P</u>
<u>Dwelling, transitional victim home (large)</u>	<u>P</u>
<u>Dwelling, transitional victim home (small)</u>	<u>P</u>
<u>Eleemosynary facility</u>	<u>P</u>
<u>Farmers' market</u>	<u>P</u>
<u>Financial institution</u>	<u>P</u>
<u>Funeral home</u>	<u>P</u>
<u>Hotel/motel</u>	<u>P</u>
<u>House museum in a landmark site</u>	<u>P</u>
<u>Laboratory (medical, dental, optical)</u>	<u>P</u>
<u>Library</u>	<u>P</u>
<u>Mixed use developments including residential and other uses allowed in the zoning district</u>	<u>P</u>
<u>Museum</u>	<u>P</u>
<u>Nursing care facility</u>	<u>P</u>
<u>Office, medical or dental</u>	<u>P</u>
<u>Office and/or reception center in landmark site</u>	<u>P</u>
<u>Open space</u>	<u>P</u>
<u>Park</u>	<u>P</u>

<u>Parking, off-site</u>	<u>P¹</u>
<u>Photo finishing lab</u>	<u>P</u>
<u>Place of worship</u>	<u>P</u>
<u>Plazas and squares</u>	<u>P</u>
<u>Recreation, commercial (indoor)</u>	<u>P</u>
<u>Recreation, community center</u>	<u>P</u>
<u>Recreation, health and fitness facility</u>	<u>P</u>
<u>Research and development facility</u>	<u>P</u>
<u>Research facility (medical/dental)</u>	<u>P</u>
<u>Restaurant</u>	<u>P</u>
<u>Retail goods establishment</u>	<u>P</u>
<u>Retail goods establishment, plant and garden shop with outdoor retail sales area</u>	<u>P</u>
<u>Sales and display (outdoor)</u>	<u>P</u>
<u>School, college or university</u>	<u>P</u>
<u>School, music conservatory</u>	<u>P</u>
<u>School, professional and vocational</u>	<u>P</u>
<u>School, seminary and religious institute</u>	<u>P</u>
<u>Seasonal farm stand</u>	<u>P</u>
<u>Solar array</u>	<u>P</u>
<u>Store, specialty</u>	<u>P</u>
<u>Studio, art</u>	<u>P</u>
<u>Studio, dance</u>	<u>P</u>
<u>Theater, movie</u>	<u>P</u>
<u>Urban farm</u>	<u>P</u>
<u>Utility, building or structure</u>	<u>P</u>
<u>Utility, transmission wire, line, pipe or pole</u>	<u>P</u>
<u>Vending cart, private property</u>	<u>P</u>
<u>Wireless telecommunications facility (see Table 21A.40.090.E of this title)</u>	<u>P</u>

Footnotes:

1. Parking, off-site is only permitted on parcels that contain a principal building and shall comply with the parking requirements identified in the Building Form Standards section. No principal building shall be demolished to accommodate off-site parking. Consideration to allow off-site parking will be made when it is part of a larger cohesive development presented as one project to the city.

SECTION 3. Amending the Zoning Map. That the Salt Lake City Zoning Map, as adopted by the Salt Lake City Code, relating to the fixing of boundaries and zoning districts, shall be and hereby is amended to rezone the properties shown respectively in the map attached

hereto as Exhibit “B” from their current designations to Streetcar Corridor Zoning District (FB-SC and FB-SE).

SECTION 4. Adopting Subsection 21A.44.030.G.8 of Salt Lake City Code. That Section 21A.44.030.G of the *Salt Lake City Code* (Zoning: Off Street Parking and Loading: Alternative Parking Requirements: Minimum Off Street Parking Requirements), shall be, and hereby is, amended to adopt Subsection 21A.44.030.G.8, which shall read and appear as follows:

8. FB Districts: There are no minimum parking requirements in the FB zoning districts.

SECTION 5. Adopting Subsection 21A.44.030.H.6 of Salt Lake City Code. That Section 21A.44.030.H of the *Salt Lake City Code* (Zoning: Off Street Parking and Loading: Alternative Parking Requirements: Maximum Off Street Parking Requirements), shall be, and hereby is, amended to adopt Subsection 21A.44.030.H.6, which shall read and appear as follows:

6. FB Districts: FB zoning districts: Parking in excess of the maximum allowed may be granted as a special exception subject to the special exception standards in Chapter 21A.52. The maximum parking requirement does not apply to parking structures or garages that are serve multiple parcels or uses or structures that provide off site parking.

SECTION 6. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2014.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER
(SEAL)

Bill No. _____ of 2014.
Published: _____.

HB_ATT#32667-v7-Ordinance_Streetcar_Corridor_Zoning_and_MP.DOCX

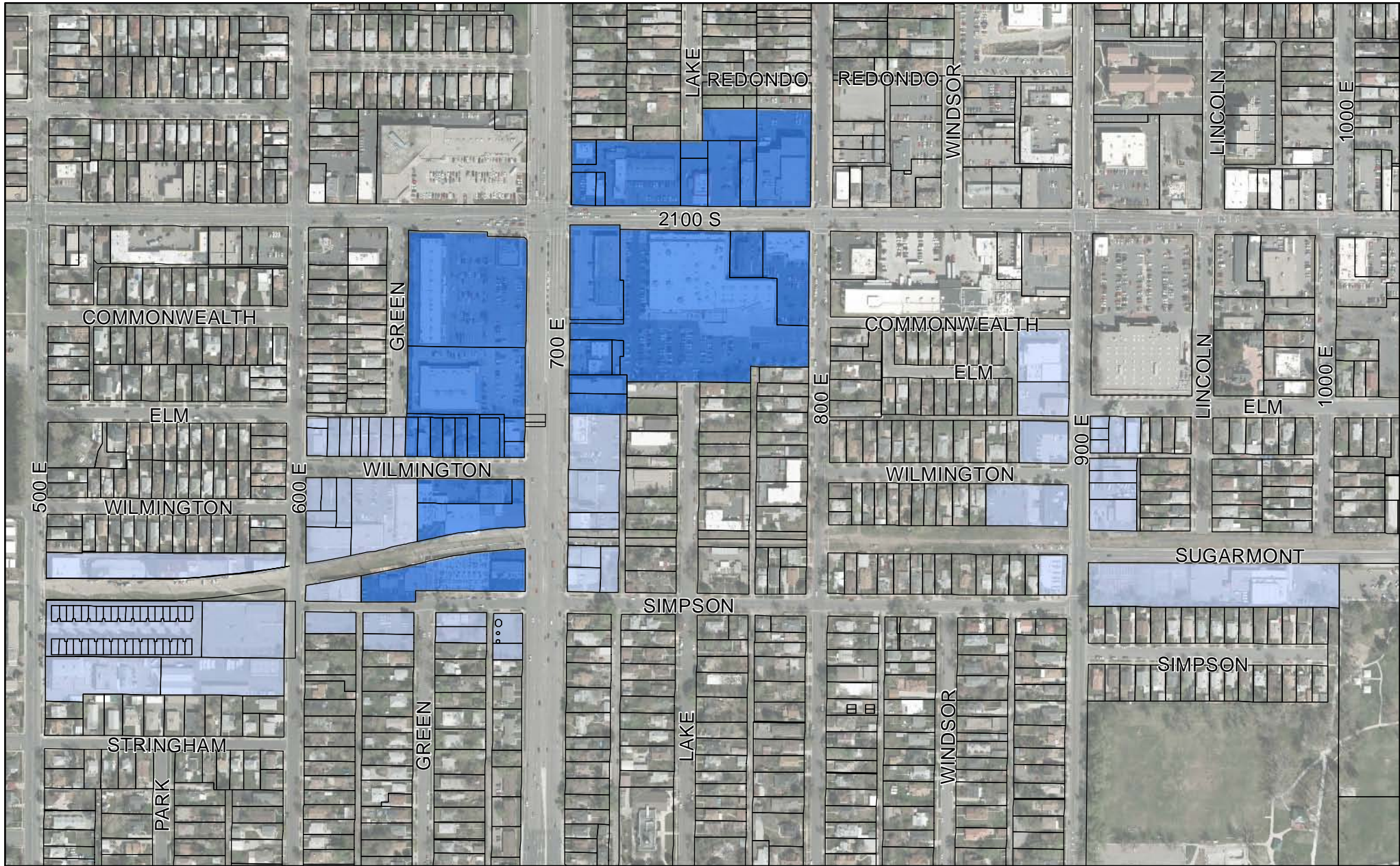
LEGISLATIVE VERSION

LEGISLATIVE VERSION

EXHIBIT “A”



Amendments to the Future Land Use Map
of the Sugar House Master Plan

Sugar House Future Land Use Map



Legend

Future Land Use

-  Community Transit District
-  Mixed Use - Low Intensity

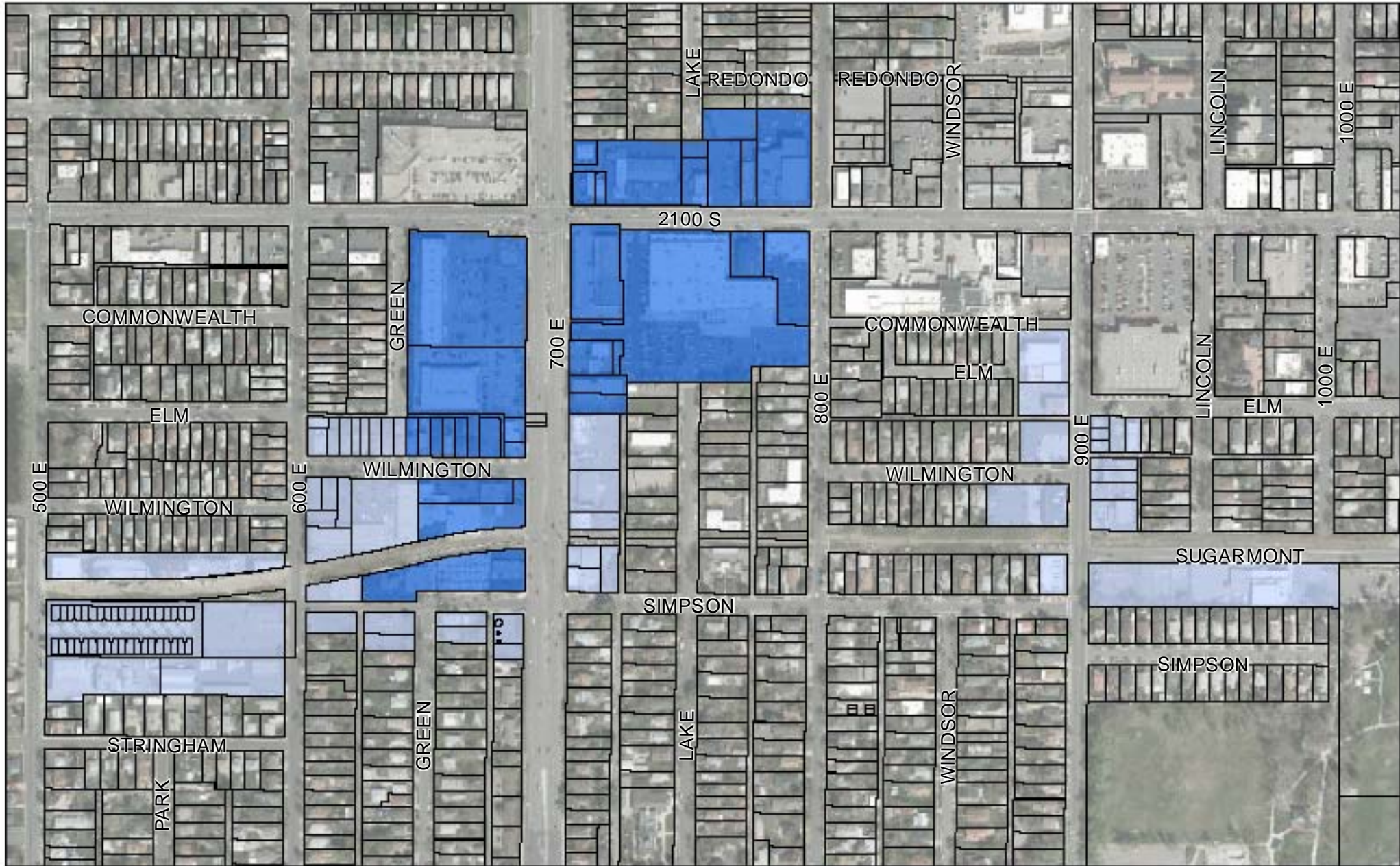


LEGISLATIVE VERSION

EXHIBIT “B”

Zoning Map Amendments

Sugar House Zoning



Legend

Zoning



SALT LAKE CITY ORDINANCE

No. _____ of 201_

(Amending the Sugar House Master Plan, amending the zoning ordinance to create the Streetcar Corridor form-based zoning district, and amending the zoning map to apply Streetcar Corridor zoning districts)

An ordinance amending the Sugar House Master Plan, amending the zoning ordinance to create the Streetcar Corridor form-based zoning district, and amending the zoning map to establish FB-SC and FB-SE zoning districts pursuant to Petition Nos. PLNPCM2012-00576 and PLNPCM2012-00577.

WHEREAS, the Salt Lake City Planning Commission held public hearings on May 22, 2013 and July 10, 2013 on applications submitted by Mayor Ralph Becker (“Applicant”) to amend the Sugar House Master Plan (PLNPCM2012-00577), and to amend the zoning ordinance and zoning map to create and apply Streetcar Corridor form-based zoning districts (PLNPCM2012-00576); and

WHEREAS, at its July 31, 2013 meeting, the planning commission voted in favor of forwarding a positive recommendation to the Salt Lake City Council on said applications; and

WHEREAS, after a public hearing on this matter the city council has determined that adopting this ordinance is in the city’s best interests; and

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending the Sugar House Master Plan. That the Sugar House Master Plan shall be and hereby is amended as follows:

- a. Amending the Text of the Sugar House Master Plan. That the text of the Sugar House Master Plan, as adopted in 2001 and subsequently amended, shall be and hereby is amended to add the “Community Transit District” land use category to the “Sugar House Development

Objectives” subsection of the Sugar House Future Land Use Plan section of that master plan, which appears on Page 2 thereof. The following text shall be inserted on Page 2 of the master plan following the “High-Intensity Mixed Use” category paragraph:

Community Transit District

The Community Transit District supports the development of a localized urban center that capitalizes on close proximity to the Sugar House Streetcar corridor and arterial streets. Uses include a mix of residential, retail, commercial, and office with buildings oriented to the pedestrian environment. Building height and density is concentrated along arterial streets and is similar to the height, density, and design in the Sugar House Business District which would create two active destinations linked by transit. While being a high density area, development in the Community Transit District also respects and is compatible with the surrounding residential neighborhoods. Future public improvements should be focused on creating an interconnected and cohesive district that caters to all modes of transportation including pedestrians and cyclists.

b. Amending the Text of the Sugar House Master Plan. That the text of the Sugar House Master Plan shall be and hereby is amended to add the following language to the Mobility, Access & the Pedestrian Experience section of the master plan (to be inserted at the end of that section):

Sugar House Streetcar and Greenway Corridor

The Sugar House community has long envisioned the transformation of the Denver Rio Grande rail right-of-way into a public transit and multi-use trail corridor. In 2012, this vision came to fruition as construction began on the Sugar House Streetcar and Greenway, a two mile long transit and active transportation corridor that connects the Sugar House Business District with the north-south TRAX light rail line at 2100 South in South Salt Lake City.

In 2011, the Redevelopment Agency of Salt Lake City funded an effort to create a vision for the streetcar corridor and surrounding area. This resulted in a set of recommendations put into a report titled Sugar House Streetcar Land Use and Urban Design Recommendations. As a result of this process, the City of Salt Lake City has funded improvements to transform the streetcar corridor into a greenway that includes dedicated multi-use pathways and amenities.

Many of the recommendations stated in the Land Use and Urban Design Recommendations report that are related to the streetcar and greenway corridor itself have been implemented. There are still improvements that should be considered in

the future to activate the corridor, support existing neighborhoods, and create vibrant transit oriented districts near the streetcar stops.

Policies

- Work with Utah Transit Authority (UTA) to add a neighborhood serving streetcar stop near 800 East.
- Where easements exist for automobile access within the corridor, the City should work with property owners to eliminate the easements. In the event of redevelopment of a property with an automobile access easement, all options must be explored to relocate and remove automobile access from the corridor.
- Restore the original rail line right-of-way boundaries by removing existing encroachments (structures, fences, parking, etc.).
- Streets that cross the corridor (500 East, 600 East, 700 East, 800 East, and 900 East) connect the corridor to adjacent neighborhoods; therefore, they should be developed as complete streets where feasible.
- Development along the streetcar and greenway should encourage transit and trail usage, and provide eyes on the corridor. All buildings should have entrances from the corridor, windows along the corridor, and should minimize blank walls. Seating, dining areas, and active accessory functions should be encouraged.
- Development should not overpower the corridor. Building heights should be sensitive to the open space characteristic of the corridor and allow sufficient sunlight.
- Improve the public right-of-way near the streetcar stations to enhance pedestrian and bicycle circulation. Specific projects include:
 - Work with Utah Department of Transportation (UDOT) to eliminate the right hand travel lanes along 700 East between 2100 South and the 700 East streetcar station and replace the travel lanes with on-street parking and a bike lane.
 - Widen the sidewalks within the Community Transit District and near the 500 East, 900 East, and McClelland streetcar stations to allow for a wider pedestrian thoroughfare, as well as additional space for furnishing and planting areas. One approach is to require additional front building setbacks with hardscaped front yard areas.
 - Connect Green Street to Wilmington Avenue to eliminate the dead end at the south end of Green Street.

- Analyze the feasibility of creating a beautification district within the Community Transit District to develop a program for the installation of and maintenance of street lighting, paving material, and landscaping with a common theme or pattern.
- Redevelop the City-owned open space property located at the southeast corner of 900 East and Sugarmon Drive into a transit supportive development. Redevelopment of the property should include sidewalk improvements that support a walkable and active development.

c. Amending the Future Land Use Map of the Sugar House Master Plan. That the Future Land Use Map of the Sugar House Master Plan is amended to designate the areas shown respectively in the map attached hereto as Exhibit “A” as Mixed Use - High Intensity and Community Transit District. The attached exhibit only shows the areas to be re-designated and does not replace the future land use designations of those areas not highlighted.

SECTION 2. Adopting Section 21A.27.040 of Salt Lake City Code. That Title 21A of the *Salt Lake City Code* (Zoning), shall be, and hereby is, amended to adopt Section 21A.27.040 (Zoning: Form Based Districts: Streetcar Corridor District (FB-SC and FB-SE)), which shall read and appear as follows:

21A.27.040 Streetcar Corridor District (FB-SC and FB-SE):

A. Purpose Statement:

The purpose of the FB-SC and FB-SE Streetcar Corridor Zoning Districts are to create people oriented neighborhoods along the city’s streetcar corridors that provide the following:

1. People oriented places;
2. Options for housing types;
3. Options for shopping, dining, employment and fulfilling daily needs within walking distance or conveniently located near transit;
4. Transportation options;
5. Appropriately scaled buildings that activate the district areas while respecting the existing character of the neighborhood; and

6. Safe, accessible, interconnected networks for people to move around in.

B. Context Description:

The form based Streetcar Corridor districts are intended to be utilized near the vicinity of a streetcar corridor or other transit corridors with similar development characteristics and restraints. It is appropriate in areas with the following characteristics:

1. **Street, Block and Access Patterns:** a regular pattern of blocks surrounded by a traditional grid of streets that provide mobility options and connections for pedestrians, bicyclists, and automobiles. Blocks include sidewalks separated from the vehicle travel lanes by a landscaped park strip. Front yards are landscaped or include active, outdoor uses. Streets are classified based on their ability to serve pedestrians, cyclists and automobiles.
2. **Building Placement and Location:** buildings are generally located close to the sidewalk, trail or public walkway with a small, transitional, semi-public space, such as a landscaped front yard, that is consistent along the block face. Certain development regulations are determined based on the street frontage that a property is located on. Properties may have multiple frontage types and the specific regulations apply to each frontage.
3. **Building Height:** building heights on Greenway, Pedestrian, and Neighborhood streets are relatively low and consistent with existing building heights. Buildings located on Access streets are generally taller.
4. **Mobility:** a balance between pedestrians, bicyclists, transit riders, and motorists exists in the area, and residents are well connected to other parts of the city. The classification of streets in the area determines what type of transportation is a priority. To guarantee access to private property, automobile and service access is required on some Pedestrian and Neighborhood streets.

C. Sub-Districts:

The following sub-districts can be found in the form based Streetcar Corridor districts:

1. FB-SC Streetcar Core Sub-District.

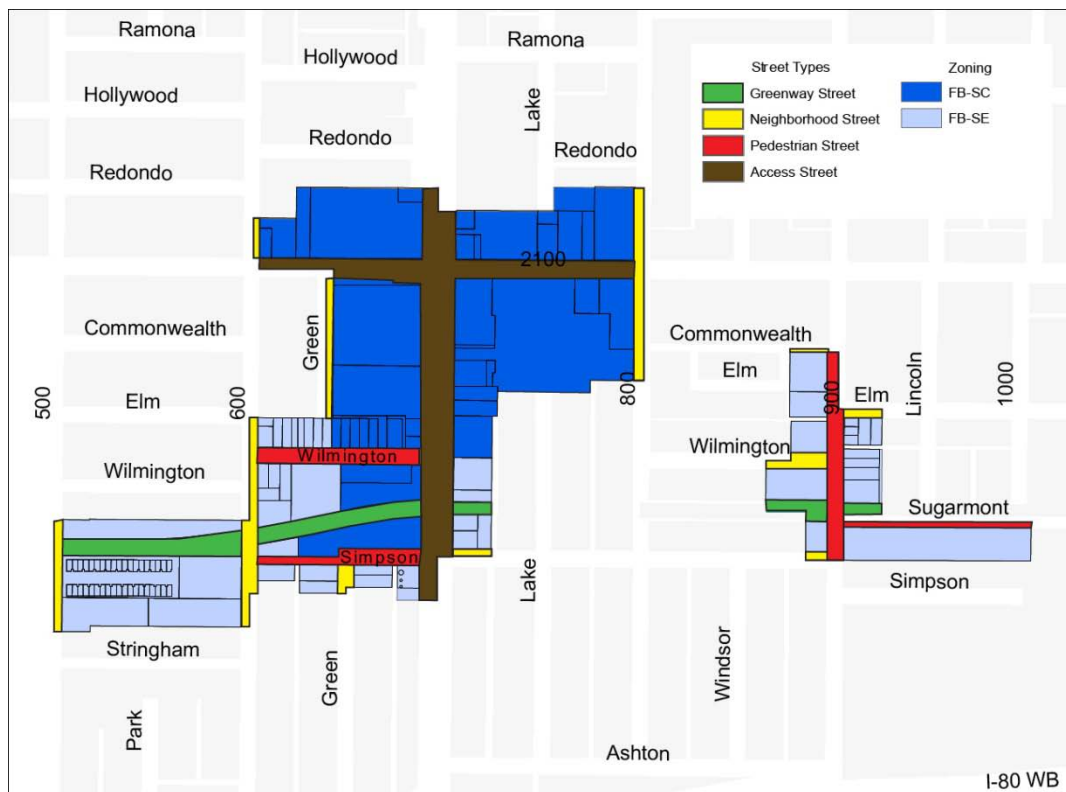
The FB-SC Streetcar Core Sub-District contains the most intensive level of development in the vicinity of the streetcar. Buildings are generally six to seven stories in height and are supported by multiple street types so that they pedestrians, bicyclists and drivers have access to the properties within the area. Development standards are based on building type.

2. FB-SE Streetcar Edge Sub-District.

The FB-SE Streetcar Edge Sub-District is intended to provide an appropriate transition in building size and scale between existing neighborhoods and the Core area. Buildings may be up to four stories in height, with appropriate setbacks when adjacent to lower scale residential neighborhoods. Development regulations are based on building type, with the overall scale, form and orientation as the primary focus.

3. Applicability of Sub-Districts. The regulations of the sub-districts shall apply as indicated in the Regulating Plan Map.

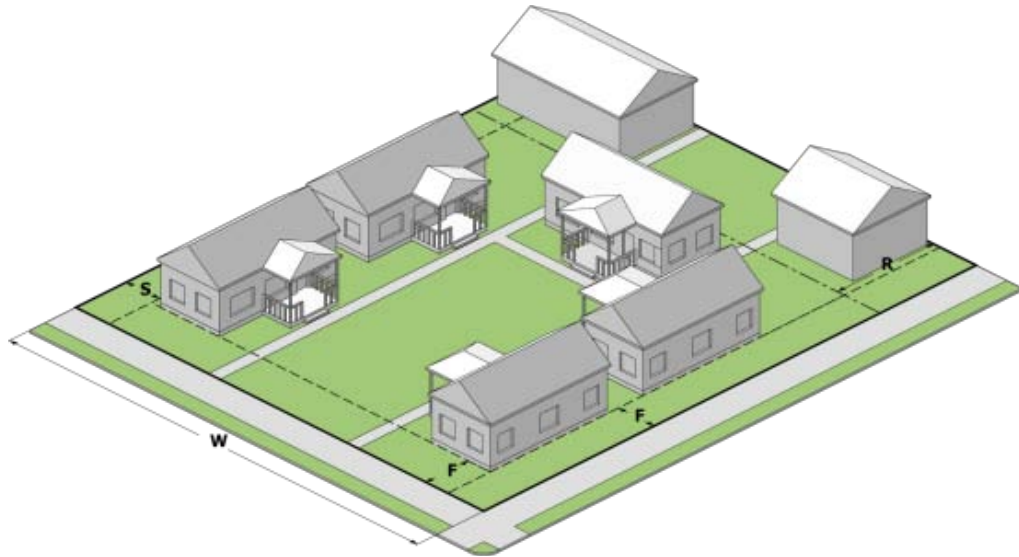
21A.27.040.C Regulating Plan Map:



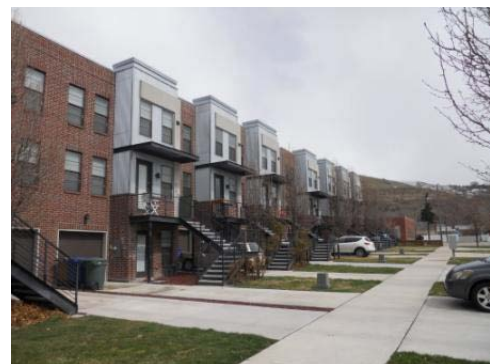
D. Building Forms:

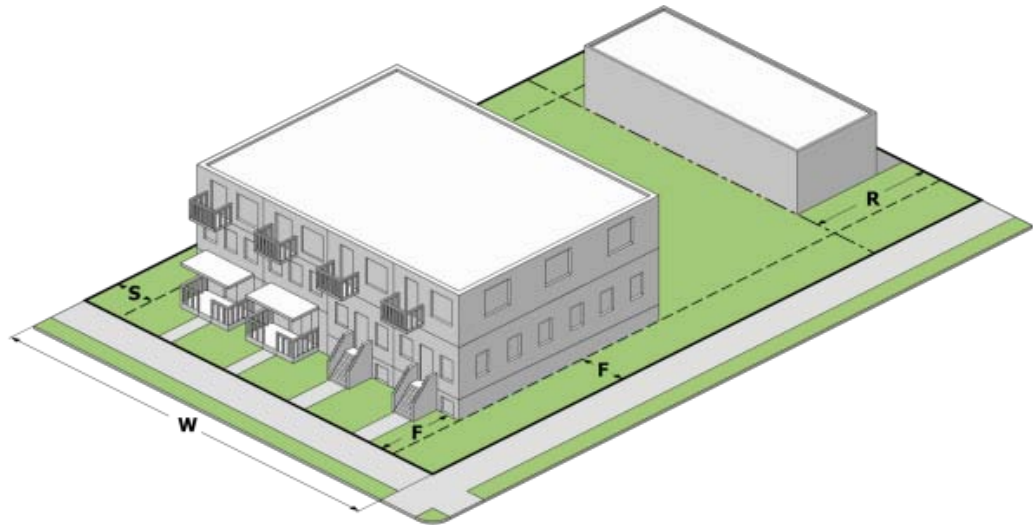
1. Permitted building forms are described below. Each building form includes a general description and definition, as well as images of what the building form may look like. Building form images are for informational purposes only and not intended to demonstrate exactly what must be built. The images should be used to classify existing and proposed buildings in order to determine what development regulations apply. The images are not to scale. They should not be used to dictate a specific architectural style as both traditional and contemporary styles can be used.
 - a. Cottage Development: A unified development that contains two or more detached dwelling units with each unit appearing to be a small single-family dwelling with a common green or open space. Cottage Developments are allowed only in the

FB-SE zoning district.

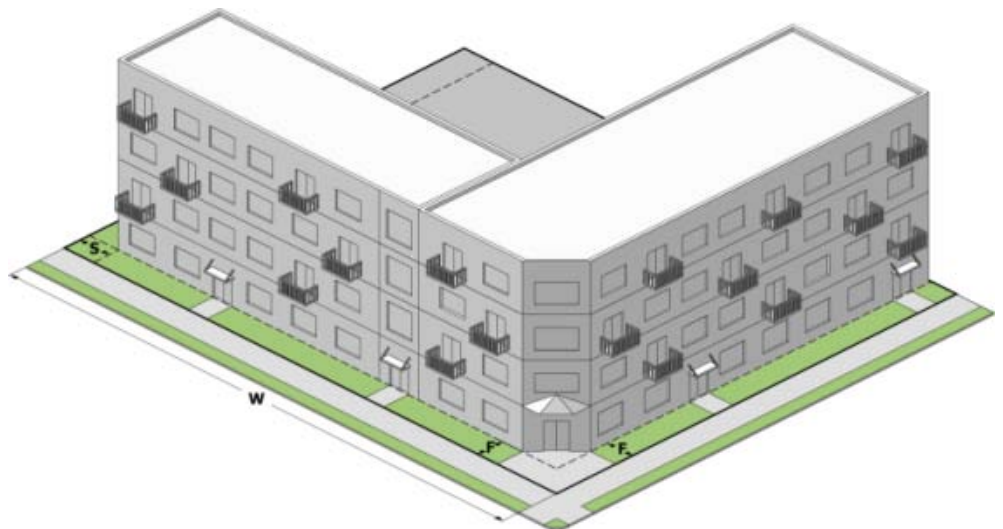


- b. Row House: A series of attached single family dwellings that share at least one common wall with an adjacent dwelling unit. A Row House development contains a minimum of three residential dwelling units. Each unit may be on its own lot. Parking can be located behind the residential structure or at the ground level of the building with living space located above it. Row Houses are allowed only in the FB-SE zoning district.

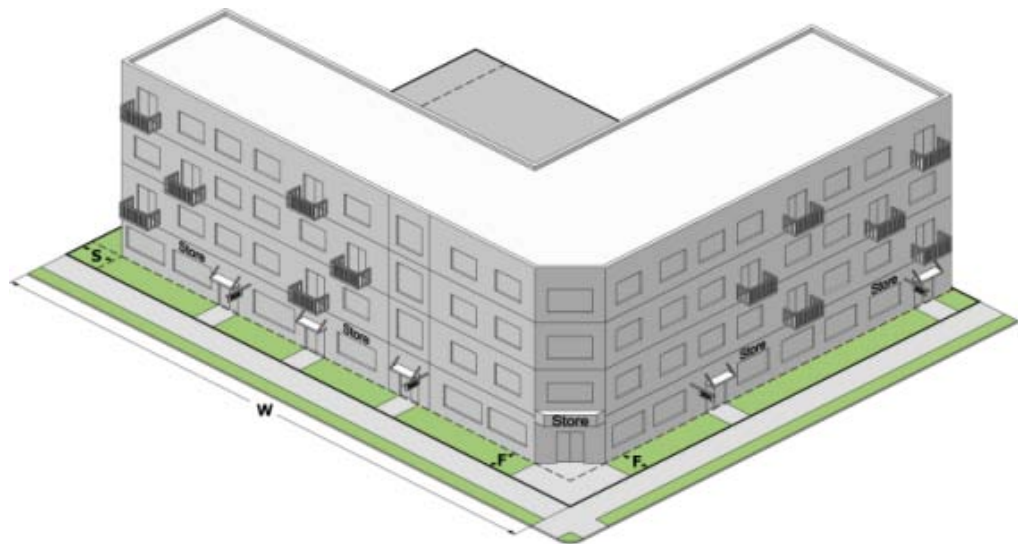




- c. Multi-Family Residential: A multi-family residential structure containing three or more dwelling units that may be arranged in a number of configurations. Multi-Family Residential Forms are allowed in either the FB-SE or FB-SC zoning districts.



- d. Store Front: A single or multi-story building that contains a mix of commercial and/or office with residential uses. Store Fronts are allowed in either the FB-SE or FB-SC zoning districts.



E. Street Types:

1. Street Types Intent. The intent of identifying specific types of streets in the streetcar districts is to:
 - a. Ensure that a hierarchy of transportation is established;
 - b. Guarantee access to private property; and
 - c. Determine the appropriate manner in which buildings address streets.
2. Street Types Established. The following types of streets are hereby established. The location and applicability of street type regulations are shown on map 21A.27.040.C Regulating Plan Map.
 - a. Greenway Street: Streets that contain a streetcar line and stops and various types

of multi-use trails. Greenway streets may provide access for pedestrians and bicycles. Automobiles are not permitted on Greenway streets.

- b. Neighborhood Street: Neighborhood streets are intended to serve the adjacent neighborhoods and are generally considered local streets. Automobile access may be provided to each individual lot. Access to certain building forms is not permitted from a Neighborhood street unless the property only has frontage on a Neighborhood street.
- c. Pedestrian Street: Pedestrian streets are those streets that are designed to accommodate a high number of pedestrians. Automobile access to private property may be permitted. Pedestrians are the priority.
- d. Access Street: Access streets are designed to provide automobile and service access in a manner that balances the needs of automobiles and pedestrians.

F. Specific Intent of Regulations:

1. Building Form Standards:

- a. Encourage building forms that are compatible with the neighborhood and the future vision for the neighborhood by acknowledging there will be different scaled buildings in the area;
- b. Arrange building heights and scale to provide appropriate transitions between buildings of different scales and adjacent areas, especially between different sub-districts;
- c. Guide building orientation through setbacks and other requirements to create a consistent street edge, enhance walkability by addressing the relationship between public and private spaces, and ensure architectural design will contribute to the character of the neighborhood;
- d. Use building form, placement, and orientation to identify the private, semi-private, and public spaces;
- e. Minimize the visual impact of parking areas; and
- f. Minimize conflicts between pedestrians, bicyclists, and vehicles.

2. Design Related Standards:

- a. Implement applicable master plans;
- b. Continue the existing physical character of residential streets while allowing an increase in building scale along identified types of streets;
- c. Arrange buildings so they are oriented towards the street or the greenway in a manner that promotes pedestrian activity, safety, and community;
- d. Provide human-scaled buildings that emphasize design and placement of the main entrance and exit of the building on street facing facades;
- e. Provide connections to transit through public walkways;
- f. Provide areas for appropriate land uses that encourage use of public transit and are compatible with the neighborhood; and
- g. Promote pedestrian and bicycle amenities near transit facilities to maximize alternative forms of transportation.

- h. Screening: All building equipment and service areas, including on grade and roof mechanical equipment and transformers that are readily visible from the public right of way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact, or enclosed as to appear to be an integral part of the architectural design of the building.

G. Building Form Standards:

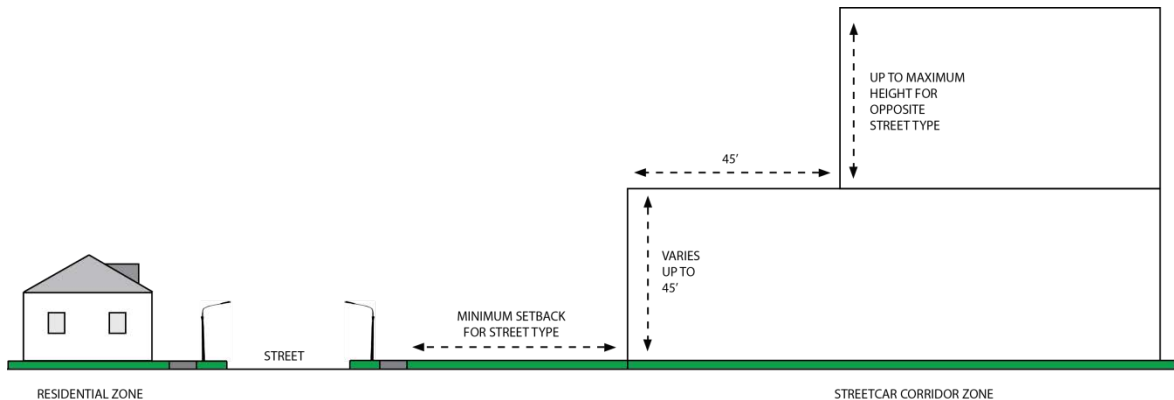
1. The provisions of this section shall apply to all properties located within the FB-SC and FB-SE zoning districts as indicated on the map in subsection C above.
2. Building form and street type standards apply to all new buildings and additions when the new construction related to the addition is greater than 25% of the footprint of the structure or 1,000 square feet, whichever is less. Refer to Section 21A.27.040.H for more information on how to comply with the building configuration standards. The graphics included provide a visual representation of the standards as a guide and are not meant to supersede the standards in the tables. Only building forms identified in the table are permitted.
3. Streetcar Core Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District.

Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District:

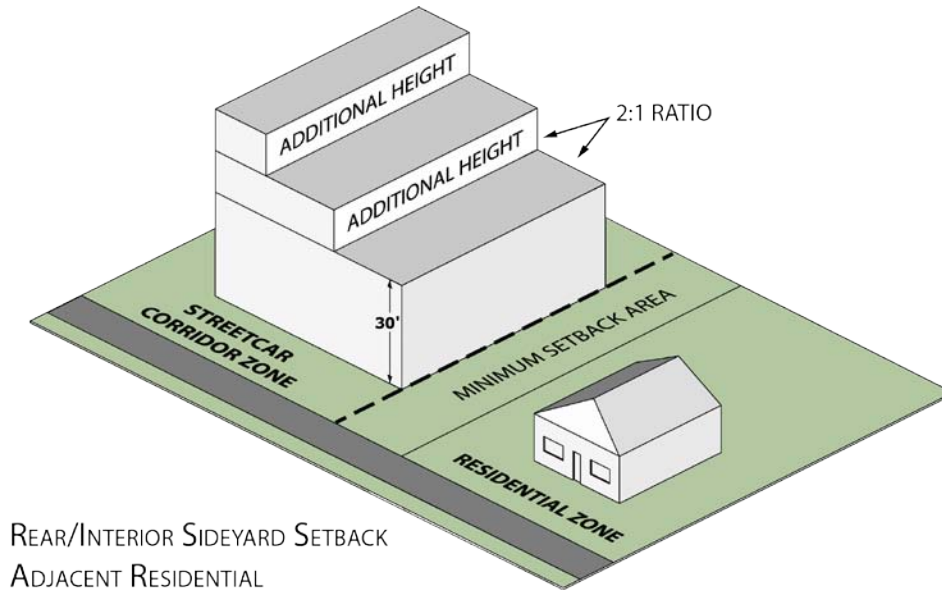
Permitted Building Forms Multi-Family and Store Front			
H	<i>Height (per street type) measured from established grade</i>	Greenway	Minimum of 2 stories. Maximum of 45 feet.
		Neighborhood	No minimum. Maximum of 45 feet.
		Pedestrian	Minimum of 2 stories. Maximum of 105 feet.
		Access	Minimum of 2 stories. Maximum of 105 feet.
	Special Height Provisions for multiple frontage properties		For properties that have frontage on multiple streets type with different maximum height requirements, the lower of the maximum heights applies to a horizontal measurement equal of the lower of the two heights measured from the building setback. See illustration below.
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.

	Access	Minimum of 15 feet. Maximum of 25 feet.
B	Required Build-To	Minimum of 50% of any street facing façade shall be built to the minimum setback line.
S	Interior Side Yard	When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.
R	Rear Yard	When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.
I	Minimum Lot Size	4,000 square feet; not to be used to calculate density.
W	Minimum Lot Width	50 feet.
DU	Dwelling Units per Building Form	No minimum or maximum.
BF	Number of Building Forms per Lot	One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.

Special Height Provision for Multiple Frontage Properties Illustration



Interior Side Yard and Rear Yard Illustration

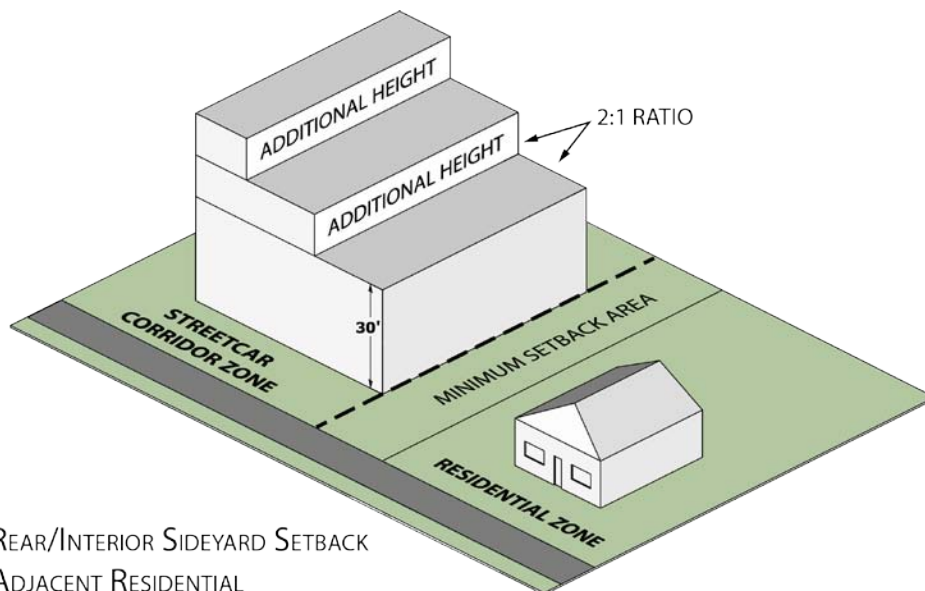


4. Streetcar Edge Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.4 Building Form Standards Streetcar Core Sub-District.

Table 21A.27.040.G.4 Building Form Standards Streetcar Edge Sub-District:

Permitted Building Forms Cottage, Row House, Multi-Family and Store Front			
H	Height <i>(per street type) measured from established grade</i>	Greenway	Maximum of 45 feet.
		Neighborhood	Maximum of 45 feet.
		Pedestrian	Maximum of 45 feet.
		Access	Minimum of 2 stories. Maximum of 45 feet.
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.
		Access	Minimum of 15 feet. Maximum of 25 feet.
B	Required Build-To		Minimum of 50% of street facing façade shall be built to the minimum setback line.

S	Interior Side Yard	When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.
R	Rear Yard	When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.
I	Minimum Lot Size	4,000 square feet; not to be used to calculate density.
W	Minimum Lot Width	50 feet.
DU	Dwelling Units per Building Form	No minimum or maximum.
BF	Number of Building Forms per Lot	One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.



REAR/INTERIOR SIDEYARD SETBACK
ADJACENT RESIDENTIAL

5. Streetcar Design Standards. Design standards are listed below in Table 21A.27.040.G.5

Design Standards for all streetcar sub-districts.

Table 21A.27.040.G.5 Design Standards for all Streetcar Sub-Districts:

Standard	All Building Forms
Building Entry	Minimum of one building entry per street frontage, on an identified street type. An additional entry feature is required for every 75 feet of building wall adjacent to an established street. Side entries for multiple dwelling unit buildings are permitted provided there is at least one primary entrance facing a public street. Each entry shall be a true entry into the building and not limited to an access door.
Pedestrian Connections	Pedestrian access to public walkway is required.
Ground Floor Transparency	Minimum of 60% of street facing façade, located between two and eight feet above the grade of the sidewalk, shall be transparent glass. This may be reduced to 30% if ground floor is occupied by residential uses.
Open Space	A minimum of 10% of lot area shall be provided for open space. Open space may include landscaped yards, patios, dining areas, balconies, rooftop gardens, and other similar outdoor living spaces. Required parking lot landscaping or perimeter parking lot landscaping shall not count towards the minimum open space requirement.
Upper Level Outdoor Space	All street facing residential units above the ground floor shall contain a usable balcony that is a minimum of four feet in depth. Balconies may overhang any required yard.
Building Façade Materials	A minimum of 70% of the ground floor of any street facing building facade shall be clad in glass, brick, masonry, textured or patterned concrete, metal, wood, or stone. Other materials may count up to 30% of the street facing building façade.





H. Building Configuration Standards Defined:


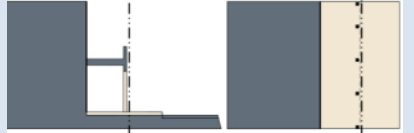
The building configuration standards are defined in this section. The defined standards in this section are intended to identify how to comply with the building configuration standards listed in the above tables:

1. Building entry. An entry will be considered to be the main entrance to a building intended for pedestrian use. Minimum of one main entry with an entry feature facing a public street or walkway. Buildings that front a public street and the streetcar corridor shall have one entry facing a street and one entry facing the streetcar corridor. Multi-family unit buildings shall have a minimum of one main entry with porch or stoop for at least one of the dwelling units facing a street. The main entry for the second dwelling unit may face the street, streetcar corridor, or side yard but also must have a porch or stoop entrance. Where required, the building entry must be one of the following:
 - a. Door on the same plane as street or streetcar facing façade.
 - b. Recessed Entry: Inset behind the plane of the building no more than 10 feet. If

inset, then the sidewalls of the inset must be lined with clear glass if a commercial use. Opaque, smoked, or darkened glass is not permitted.

- c. Corner Entrance: Entry that is angled or an inside corner located at the corner of two intersecting streets. If a corner entrance is provide, it shall count as being an entrance on both streets.
- d. Encroachments: a permitted entry feature may encroach into a required yard provided no portion of the porch is closer than five feet to the front property line.
- e. The following building entries are permitted as indicated:

Entry Feature Permitted Based on Building Form Type	Cottage Development	Row House	Multi-Family	Store Front	
Porch and Fence: A planted front yard where the street facing building façade is set back from the front property line with an attached porch that is permitted to encroach into the required yard. The porch shall be a minimum of six feet in depth. The front yard may include a fence no taller than three feet in height.	P	P	P		
Terrace or Lightwell: An entry feature where the street facing façade is setback from the front property line by an elevated terrace or sunken lightwell. May include a canopy or roof.	-	P	P	P	
Forecourt: An entry feature wherein a portion of the street facing facade is close to the property line and the central portion is set back. The court created must be landscaped, contain outdoor plazas, outdoor dining areas, private yards, or other similar features that encourage use and seating.	P	P	P	P	
Stoop: An entry feature wherein the street facing façade is close to the front property line and the first story is elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance contains an exterior stair and landing that is either parallel or perpendicular to the street. Recommended for ground floor residential uses.	P	P	P	P	

Shopfront: An entry feature where the street facing façade is close to the property line and building entrance is at sidewalk grade. Building entry is covered with an awning, canopy, or is recessed from the front building façade, which defines the entry and provides protection for customers.	-	-	P	P	
Gallery: A building entry where the ground floor is no more than 10 feet from the front property line and the upper levels or roofline cantilevers from the ground floor façade up to the front property line.	-	-	P	P	

2. Pedestrian Connections. When provided, the following pedestrian connection standards apply:

- The connection shall provide direct access from any building entry to the public sidewalk, streetcar corridor or walkway.
- The connection shall comply with American with Disabilities Act (ADA) standards for accessibility.
- The connection shall be fully paved and have a minimum width of four feet.
- The connection shall be separated from vehicle drive approaches and drive lanes by a change in grade and a wheel stop or curb if the walkway is less than eight feet wide when feasible.
- Pedestrian connections that lead directly from the sidewalk to the primary building entrance may contain wing walls, no taller than two feet in height for seating, landscaping, etc.

3. Ground Floor Transparency. When provided, the ground floor transparency standards apply:

- There must be visual clearance behind the glass for a minimum of six feet. Three-dimensional display windows at least six feet deep are permitted and may be counted toward the 60% glass requirement.
- Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment.
- The reflectivity in glass shall be limited to 18%.
- The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front façade, shall comply with these standards.

I. Cottage Development Standards:

- Setbacks Between Individual Cottages. All cottages shall have a minimum setback of

- eight feet from another cottage.
2. Footprint. No cottage shall have a footprint in excess of 850 square feet.
 3. Building Entrance. All building entrances shall face a public street or a common open space.
 4. Open Space. A minimum of 250 square feet of common, open space is required per cottage up to a maximum of 1,000 square feet. At least 50% of the open space shall be contiguous and include landscaping, walkways or other amenities intended to serve the residents of the development.

J. Design Standards Alternatives:

1. Alternatives to the Minimum Setback. Where a minimum setback standard applies, the following alternatives may count towards the minimum setback requirement as indicated:
 - a. Landscaping Walls. Landscaping walls between 24 inches and 42 inches high may count toward 25% of the minimum requirement provided the following:
 - 1) The ability to sit on the wall is incorporated into the design.
 - 2) The wall is constructed of masonry, concrete, stone or ornamental metal.
 - 3) The wall maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
 - b. Pergolas and Trellises. Pergolas and trellises may count toward 25% of the minimum build to requirement provided the following:
 - 1) The structure is at least 48 inches deep as measured perpendicular to the property line.
 - 2) A vertical clearance of at least eight feet is maintained above the walking path of pedestrians.
 - 3) Vertical supports are constructed of wood, stone, concrete or metal with a minimum of six inches by six inches or a radius of at least four inches.
 - 4) The structure maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
 - c. Arcades. Arcades may count up to 100% of the minimum requirement provided the following:
 - 1) The arcade extends no more than two stories in height.
 - 2) No portion of the arcade structure encroaches onto public property.
 - 3) The arcade maintains a minimum pedestrian walkway of four feet.
 - 4) The interior wall of the arcade complies with the building configuration standards.
 - d. Plazas and Outdoor Dining. Plazas and outdoor dining areas may count towards up to 50% of the minimum requirement:

- 1) The plaza or outdoor dining is between the property line adjacent to the street or the streetcar corridor and the street facing building façade.
 - 2) Shall be within two feet of grade with the public sidewalk.
 - 3) The building entry shall be clearly visible through the courtyard or plaza.
 - 4) The building façades along the courtyard or plaza shall comply with the ground floor transparency requirement.
2. Alternatives to the Ground Floor Transparency Requirement. The planning director may modify the ground floor transparency requirement in the following instances:
 - a. The requirement would negatively impact the historical character of a building;
 - b. The requirement conflicts with the structural integrity of the building and the structure would comply with the standard to the extent possible.

K. Landscaping:

All required front yards or areas between a street facing building façade and a street shall be landscaped and maintained as landscaping. Plazas, courtyards, and other similar permitted features count towards the landscaping requirements.

1. Park Strip Landscaping. Park strip landscaping shall comply with section 21A.48.060 of this Title. Outdoor dining, benches, art, and bicycle racks shall be permitted in the park strip subject to city approval.
2. Landscaping in Required Yards. Where a front yard or corner side yard is provided, the yard shall be landscaped and maintained in good condition. The following standards apply:
 - a. At least one-third (1/3) of the yard area shall be covered by vegetation, which may include trees, shrubs, grasses, annuals, perennials, or vegetable plants. Planted containers may be included to satisfy this requirement.
 - b. No vegetation shall block the clear view at any driveway or street intersection and shall not exceed 30 inches in height.
 - c. Asphalt as paving material located in a front yard or corner side yard is prohibited.
3. Parking Lot Landscaping. Surface parking lots with more than ten parking stalls shall comply with the following requirements:
 - a. Perimeter Landscaping Buffer. A seven foot wide perimeter landscaping buffer is required. The buffer shall be measured from the property line to the back of curb or edge of asphalt.

- b. The landscaped buffer shall comply with Table 21A.48.070.G Required Perimeter Parking Lot Landscaping Improvements.
4. Any applicable standard listed in Chapter 21A.48 Landscaping shall be complied with. Where this section conflicts with Chapter 21A.48, this section shall take precedent.


L. Permitted Encroachments and Height Exceptions:




Obstructions and height exceptions are permitted as listed in this section or Section 21A.36.020.



1. Canopies. Canopies covering the primary entrance or entrances to a structure may extend into the right of way provided all city processes and requirements for right of way encroachments are complied with.
2. Projecting Shade Structures.
 - a. Projecting shade structures, such as awnings, marquees, window shades, trellises, and roof overhangs, may be used to provide articulation and regulate building temperature, especially along south facing building façades. When used, a projecting shade structure may extend up to 5 feet into a required yard or over the public street.
 - b. Projecting shade structures shall not block storefront or display windows, piers, columns, pilasters, architectural expression lines, or other prominent façade features.
 - c. If used over a sidewalk or walkway, projecting shade structures shall maintain a vertical clearance of ten feet above the adjacent sidewalk or walkway.


M. Signs:

1. Applicability. This section applies to all signs located within the FB-SC and FB-SE zoning districts. This section is intended to list all permitted signs in the zone. All signs noted below are allowed in either zoning district. All other regulations in Chapter 21A.46 Signs apply.

<div style="text-align: center;"> A-Frame Sign  </div>	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of two feet.
	Height	Maximum of three feet.
	Obstruction Free Area	Minimum of eight feet must be maintained at all times for pedestrian passage.
	Location Permitted	Private property or a public street. Signs are allowed on the streetcar corridor but shall be located outside of the Parley's Trail right-of-

		way.
<p>Awning or Canopy Sign</p> 	Specifications	
	Quantity	One per window.
	Width	Equal to the width of the façade or the window they are located adjacent to.
	Projection	No maximum depth from building façade, however for public and private properties, design subject to mitigation of rainfall and snowfall runoff, conflict avoidance with tree canopies, and issuance of encroachments permits where required. The awning or canopy can project a maximum of two feet into the streetcar corridor.
	Clearance	Minimum of 10 feet of vertical clearance.
	Letters and Logos	Allowed on vertical portions of sign only.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.
<p>Construction Sign, (see definition in Chapter 21A.46)</p>	Specifications	
	Quantity	One per construction site.
	Height	Maximum of 8 feet.
	Area	Maximum 64 square feet.
<p>Flat Sign</p> 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of 90% of width of leasable space.
	Height	Maximum of three feet.
	Area	1½ square feet per linear foot of store frontage.
	Projection	Maximum of one foot.
<p>Nameplate Sign</p> 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Area	Maximum of three square feet.
<p>Political Sign (see definition in Chapter 21A.46)</p>	Specifications	
	Quantity	No limit.
	Height	Maximum six feet.
	Area	Maximum 32 square feet.
<p>Private Directional Sign (see definition in Chapter 21A.46)</p>	Specifications	
	Quantity	No limit.
	Height	Five feet.
	Restriction	May not contain business name or logo.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on

		private property. All signs are subject to the requirements of the revocable lease permitting process.
Projecting Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Area	Six square feet per side, 12 square feet total.
	Projection	Maximum of four feet from building façade for public and private streets. Maximum of two feet within the streetcar corridor.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.
Projecting Parking Entry Sign (see projecting sign graphic)	Specifications	
	Quantity	One per parking entry.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Height	Maximum of two feet.
	Area	Four square feet per side, eight square feet total.
	Projection	Maximum of four feet from building façade for public and private streets. Maximum of two feet within the streetcar corridor.
Public Safety Sign	Specifications	
	Quantity	No limit.
	Height	Maximum of six feet.
	Area	Eight square feet.
	Projection	Maximum of one foot.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.
Real Estate Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Height	Maximum of four feet for residential signs. Maximum of six feet for commercial signs.
	Area	Eight square feet is the maximum for residential. 16 square feet is the maximum allowed for commercial.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.
Window Sign	Specifications	

	Quantity	1 per window
	Height	Maximum of three feet.
	Area	Maximum of 25% of window area.

N. Accessory Uses, Buildings and Structures:

1. Applicability. The standards in this section apply to all accessory uses, buildings and structures in all the FB-SC and FB-SE districts.

2. General Standards.

- a. Specifically allowed structures:

- 1) Residential Buildings. Garages, carports, sheds, garden structures, and other similar structures are permitted.

- a) Accessory buildings are permitted in rear yards only. Buildings associated with community gardens and urban farms are permitted in the buildable area of any lot and any rear yard area.
- b) No accessory structure shall exceed fifty percent (50%) of the footprint of the principal structure. Garages and carports may be built to a size necessary to cover parking spaces provided all other requirements in this chapter are complied with.
- c) Building Height: No accessory structure shall exceed 17 feet in height to the top of the ridge unless otherwise authorized in this title.
- d) Required Setbacks:

I. Setbacks along Established Streets.

- a) Greenway Streets: Not permitted within 15 feet of a property line.
- b) Pedestrian Streets: Not permitted between property line and principal structure.
- c) Access Streets: Permitted in a corner side yard provided the accessory structure is located at least 10 feet behind the street facing façade of the principal structure.
- d) Neighborhood Street: Permitted in a corner side yard provided the accessory structure is located behind the street facing façade of the principal structure.

II. From side property line: a minimum of one foot.

III. From any rear property line: a minimum of one foot.

IV. From any property line: a minimum of one foot.

V. From the street facing plane of any principal building: a minimum of

10 feet.

- b. Fences, Walls and Retaining Walls. The following regulations of fences and walls apply:

1) Fences Along Established Streets.

- a) Greenway Street: Permitted in front and corner side yard to a maximum height of three feet. Fences up to six feet in height may be located a minimum of 15 feet from the street property line. Special exceptions for additional height are not authorized.
- b) Pedestrian Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
- c) Access Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
- d) Neighborhood Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.

- 2) Permitted Materials. Fences and walls may be constructed of the following materials: wood, metal, stone or masonry. Chain link, vinyl, or synthetic wood products are permitted fence materials only along interior side yards or in rear yards.

- 3) All fences, walls and retaining walls along the Greenway Street should be modified to meet the above requirements whenever modifications require compliance with this chapter of the zoning ordinance.

- c. Urban Agriculture Structures. Hoop houses and cold frames are permitted in any yard up to a height of 24 inches.

- d. Structures not Listed. Accessory structures not listed in this chapter may be permitted as a special exception pursuant to Chapter 21A.52. All other requirements, including location requirements found in this section shall be complied with.

O. Parking Regulations:

- 1. Intent. The intent of parking regulations for the FB-SC and FB-SE zoning district is to provide necessary off street parking while limiting the amount of land dedicated to parking.
- 2. Minimum Parking Requirements. There are no minimum parking requirements for any use in the FB-SC and FB-SE zoning districts.

3. **Maximum Parking Requirement.** The maximum parking requirement is equal to the minimum off street parking requirements found in Chapter 21A.44. Parking in excess of the maximum allowed may be granted as a special exception by the planning commission subject to the special exception standards in Chapter 21A.52 of this title. The planning commission will approve, approve with conditions, or deny the request pursuant to Chapter 21A.52 of this title.
4. **Parking and Established Streets.** The regulations in Table 21A.27.040.O.6 Parking and Established Streets apply to properties that have frontage on established streets.
5. **Parking Structures or Garages.** The maximum parking requirement does not apply to parking structures or garages that serve multiple parcels or uses or structures that provide off-site parking.

Table 21A.27.040.O.6

	Greenway Street	Neighborhood Street	Pedestrian Street	Access Street
Vehicle Access Location	Not permitted.	Only permitted when Access Street is not accessible. One driveway per building form.	Only permitted when Access Street is not accessible.	One driveway per building form or one driveway for every 100 feet of frontage.
Driveway Width	Not applicable.	Maximum of 24 feet.		Maximum of 30 feet.
Curb Radius	Not permitted.	5 feet.	10 feet.	20 feet.
Surface Parking in Front or Corner Side Yard	Permitted if setback a minimum of 15 feet and screened.	Not permitted.		
Minimum Sidewalk Width	Not applicable.	10 feet.		
Minimum Park Strip Width	Not applicable.	8 feet.		

7. **Parking Design Standards.** Other than the parking standards identified in this section, all sections of Chapter 21.44 Parking shall apply.
8. **Bicycle Parking.** Bicycle parking shall be as follows:
 - a. **Residential Uses:** Three bicycle stall for every five residential dwelling units. If

four or more bicycle stalls are provided, 50% of the stalls shall be located so they are available for public use.

b. Non-Residential Uses: Bicycles stalls for non-residential uses shall be provided as follows:

- 1) Retail and Restaurant: One bike stall per 2,500 square feet of gross area.
- 2) Office: One bike stall for every 1,500 square feet of gross area.

If four or more bicycle stalls are provided, 50% of the stalls must be located so they are available for public use.

c. Bicycle Stall Design Standards: All bicycle parking stalls shall comply with the following standards:

- 1) Each bicycle parking space shall be sufficient to accommodate a bicycle at least six feet in length and two feet wide.
- 2) Include some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be secured using a locking device.
- 3) Bicycle parking for public use shall be located as close to the primary building entrance as possible.
- 4) Bicycle parking for public use shall be located within twenty-five feet of a public sidewalk so parked bicycles can be seen from either a storefront window or street.
- 5) Bicycle parking shall be illuminated when located outside of enclosed building. Illumination may be provided by lights attached to the building, lights from inside the building or from other outdoor lighting.
- 6) A minimum five feet of clear space shall be provided around the bicycle parking to allow for safe and convenient movement of bicycles.
- 7) Bicycle parking may be located inside of the principal building or an accessory structure that is legally located provided at least 50% of the required bicycle parking is located where it may be used by the public.

P. Permitted Land Uses:

1. Applicability. The table of permitted uses applies to all properties in the FB-SC and FB-SE zoning districts:

- a. Permitted Uses: A use that contains a P in the specific sub-district is permitted in the sub-districts.
- b. Uses not listed: Uses not listed are prohibited unless the zoning administrator has made an administrative interpretation that a proposed use is more similar to a listed permitted use than any other defined use. A use specifically listed in any other land use table in Title 21A that is not listed in this section is prohibited.
- c. Building Form: Uses that are included in the description of each Building Form are permitted in the sub-district where the Building Form is permitted.

Table 21A.27.040.P Permitted Uses

Use	FB-SC and FB- SE
Accessory use, except those that are specifically regulated in this chapter, or elsewhere in this title	P
Alcohol, microbrewery	P
Alcohol, social club	P
Alcohol, tavern or brewpub, 2,500 square feet or less in area	P
Animal, veterinary office	P
Antenna, communication tower	P
Art gallery	P
Bed and breakfast	P
Bed and breakfast inn	P
Bed and breakfast manor	P
Clinic (medical, dental)	P
Community garden	P
Daycare center, adult	P
Daycare center, child	P
Dwelling, assisted living facility (large)	P
Dwelling, assisted living facility (small)	P
Dwelling, cottage	P
Dwelling, group home (large)	P
Dwelling, group home (small) when located above or below first story office, retail, or commercial use, or on the first story where the unit is not located adjacent to street frontage	P
Dwelling, multi-family	P
Dwelling, residential substance abuse treatment home (large)	P
Dwelling, residential substance abuse treatment home (small)	P
Dwelling, single-family attached (Row House building only)	P
Dwelling, transitional victim home (large)	P
Dwelling, transitional victim home (small)	P
Eleemosynary facility	P
Farmers' market	P
Financial institution	P

Funeral home	P
Hotel/motel	P
House museum in a landmark site	P
Laboratory (medical, dental, optical)	P
Library	P
Mixed use developments including residential and other uses allowed in the zoning district	P
Museum	P
Nursing care facility	P
Office, medical or dental	P
Office and/or reception center in landmark site	P
Open space	P
Park	P
Parking, off-site	P ¹
Photo finishing lab	P
Place of worship	P
Plazas and squares	P
Recreation, commercial (indoor)	P
Recreation, community center	P
Recreation, health and fitness facility	P
Research and development facility	P
Research facility (medical/dental)	P
Restaurant	P
Retail goods establishment	P
Retail goods establishment, plant and garden shop with outdoor retail sales area	P
Sales and display (outdoor)	P
School, college or university	P
School, music conservatory	P
School, professional and vocational	P
School, seminary and religious institute	P
Seasonal farm stand	P
Solar array	P
Store, specialty	P
Studio, art	P
Studio, dance	P
Theater, movie	P
Urban farm	P
Utility, building or structure	P
Utility, transmission wire, line, pipe or pole	P
Vending cart, private property	P
Wireless telecommunications facility (see Table 21A.40.090.E of this title)	P

Footnotes:

1. Parking, off-site is only permitted on parcels that contain a principal building and shall comply with the parking requirements identified in the Building Form Standards section. No principal building shall be demolished to accommodate off-site parking. Consideration to allow off-site parking will be made when it is part of a larger cohesive development presented as one project to the city.

SECTION 3. Amending the Zoning Map. That the Salt Lake City Zoning Map, as adopted by the Salt Lake City Code, relating to the fixing of boundaries and zoning districts, shall be and hereby is amended to rezone the properties shown respectively in the map attached hereto as Exhibit "B" from their current designations to Streetcar Corridor Zoning District (FB-SC and FB-SE).

SECTION 4. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 201_.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER
(SEAL)

Bill No. _____ of 201_.

Published: _____.

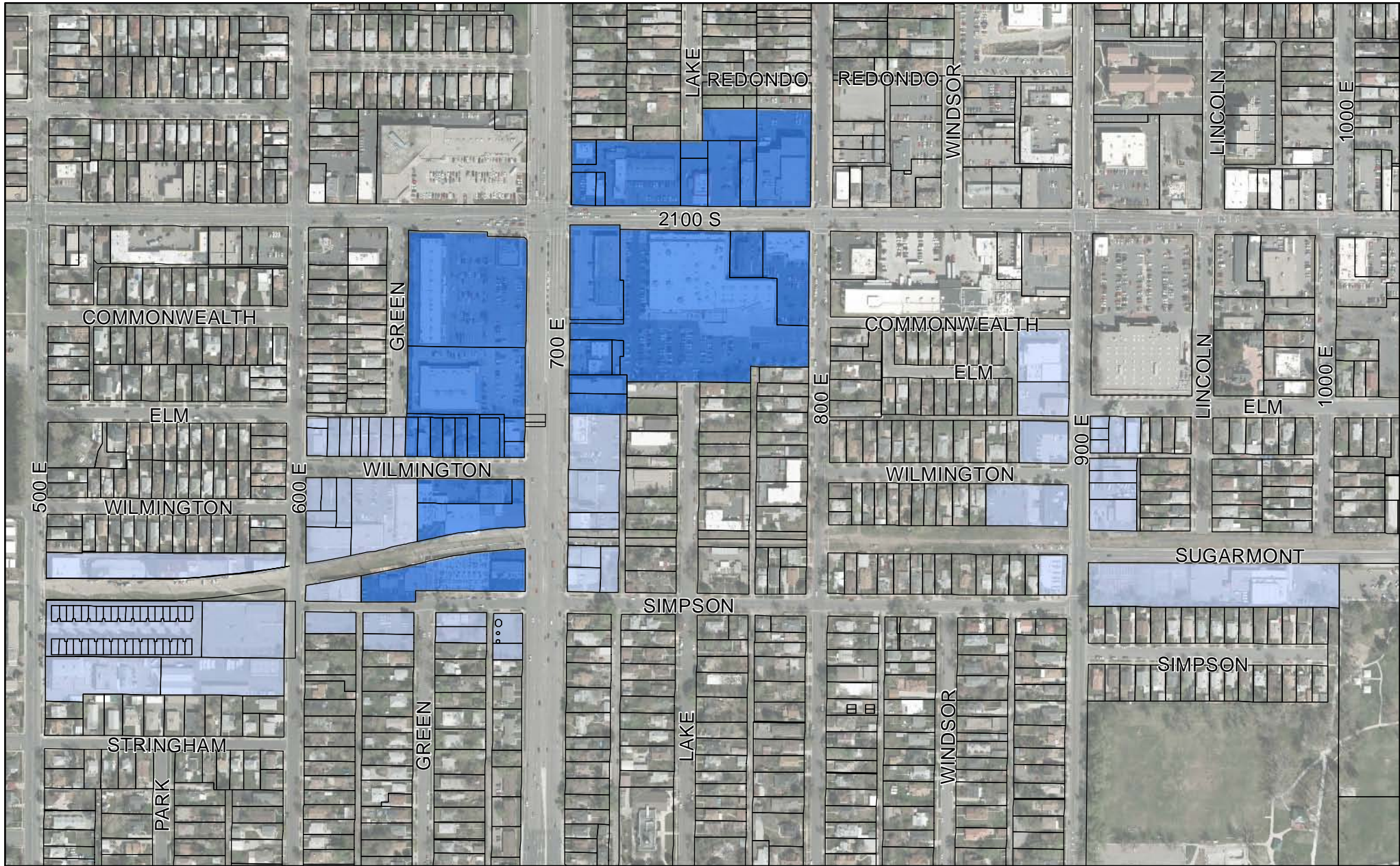
HB_ATT-#32667-v1-Ordinance_Streetcar_Corridor_Zoning_and_MP.DOCX

APPROVED AS TO FORM	
Salt Lake City Attorney's Office	
Date:	<u>October 29, 2013</u>
By:	<u>Paul C. Nielson</u>
Paul C. Nielson, Senior City Attorney	

EXHIBIT “A”

Amendments to the Future Land Use Map
of the Sugar House Master Plan

Sugar House Future Land Use Map



Legend

Future Land Use



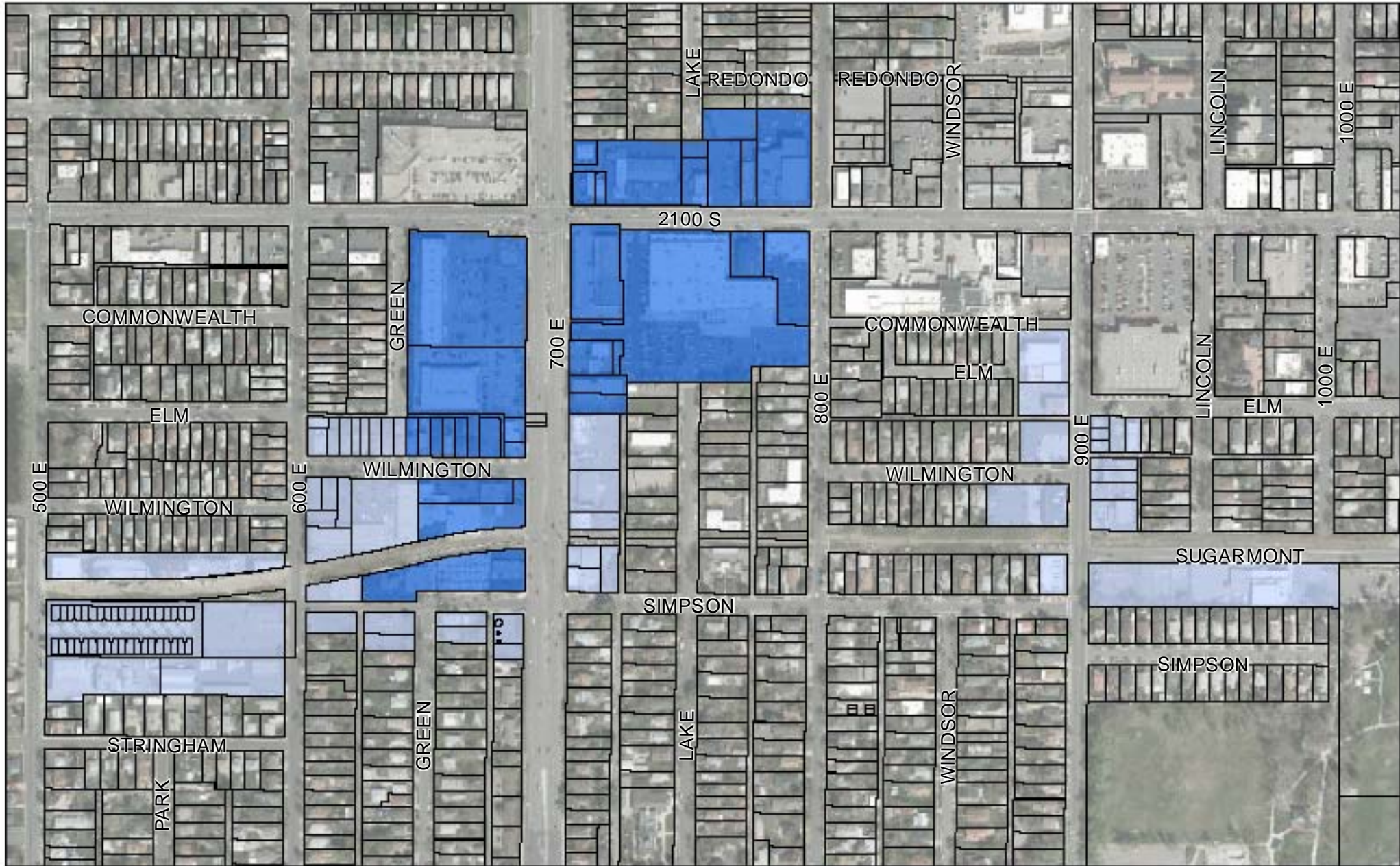
-  Community Transit District
-  Mixed Use - Low Intensity



EXHIBIT “B”

Zoning Map Amendments

Sugar House Zoning



Legend

Zoning



3. CITY COUNCIL PUBLIC HEARING NOTICE

NOTICE OF PUBLIC HEARING

PLNPCM2012-00576 and PLNPCM2012-00577 Sugar House Streetcar – A request by Mayor Ralph Becker is requesting approval to adopt new zoning regulations, change the zoning of certain parcels and modify the Sugar House Master Plan as part of Phase 1 of the Sugar House Streetcar Project. The area is currently developed with a variety of residential and commercial uses. There are several different zoning classifications currently identified for these parcels. This type of project requires Zoning Text and Map Amendments and a Master Plan Amendment. The subject properties are located in Council District 7, represented by Søren Simonsen and Council District 5, represented by Jill Remington Love.

- a. **Master Plan Amendment.** In order to make zoning changes above, the master plan needs to have new policies included in order to make the zoning consistent with the master plan. (Case number: PLNPCM2012-00577)
- b. **Zoning Text and Map Amendment.** In order to change the zoning text and map as noted above, a Zoning Text and Map Amendment is required to change the zoning of certain parcels and add a new section in the Zoning Ordinance in Chapter 27 outlining all of the new regulations for the parcels that will have their zoning changed. (Case number: PLNPCM2012-00576)

Related provisions of Title 21A- Zoning may also be amended as part of this petition.

As part of their study, the City Council is holding an advertised public hearing to receive comments regarding the petition. During this hearing, anyone desiring to address the City Council concerning this issue will be given an opportunity to speak. The hearing will be held:

DATE:

TIME: 7:00 p.m.

PLACE: Room 315
City & County Building
451 South State Street
Salt Lake City, Utah

If you have any questions relating to this proposal or would like to review the file, please call Maryann Pickering at (801) 535-7660 or via e-mail at maryann.pickering@slcgov.com.

People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this hearing. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the Planning Division at (801) 535-7757; TDD (801) 535-6021.

4. MAILING LABELS

ABB INVESTMENT COMPANY
4749 S IDLEWILD RD
SALT LAKE CITY, UT 84124-5628

ACCENTUATE SALES
2225 S 500 E #10
Salt Lake City, UT 84106

AIL GROUP, LLC
2159 S 700 E #200
SALT LAKE CITY, UT 84106-1227

ALARM HOLDING COMPANY
2166 S 900 E
SALT LAKE CITY, UT 84106-2325

ALS VOLVO SERVICE
2262 S 600 E
Salt Lake City, UT 84106

AMERICAN TIRE & SERVICE
2191 S 700 E
Salt Lake City, UT 84106

AMERICAN VOICE MAIL INC
2196 S 700 E
Salt Lake City, UT 84106

AMYLYNN STUDIOS
608 E WILMINGTON AVE
Salt Lake City, UT 84106

ANDERSON, TROY & TRISHA; JT
619 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1420

ANDREAN SELINA LMT
2225 S 500 E #11
Salt Lake City, UT 84106

ASPEN WEST PUBLISHING CO INC
2225 S 500 E #1-A
Salt Lake City, UT 84106

BANANA BELT LC
615 E SIMPSON AVE
Salt Lake City, UT 84106

BENEFICIAL UTAH INC
2120 S 700 E #B
Salt Lake City, UT 84106

BICYCLE CENTER
2200 S 700 E
Salt Lake City, UT 84106

BLACK, JERRY & DIXON; JT
306 RESERVOIR
HELPER, UT 84526

BLOCK BUSTER #49069
2107 S 700 E #A
Salt Lake City, UT 84106

BORISENKO, ELENA A
2551 E NEWTOPIA CIR #107
COTTONWOOD HTS, UT 84121

BUBBLIS, JOHN R.
4222 S WANDER LN
HOLLADAY, UT 84124-2829

BURNHAM, M H; ET AL
2253 S 500 E
SALT LAKE CITY, UT 84106-1425

CARTRIDGE WORLD SALT LAKE
CITY
2104 S 700 E #H
Salt Lake City, UT 84106

CHANDLER, KAYLA
2233 S 500 E #110
SALT LAKE CITY, UT 84106-1009

CHRISTIANSSEN INVESTMENT
COMPANY LC
10149 S SILVER STREAK DR
SOUTH JORDAN, UT 84095-2455

CIRCUIT CITY STORES
WESTCOAST
724 E 2100 S
Salt Lake City, UT 84106

COLF, LEREMY A
2233 S 500 E #134
SALT LAKE CITY, UT 84106-1009

COMFORT FOOTWEAR
620 E WILMINGTON AVE
Salt Lake City, UT 84106

COMPUTER RE-NU
2120 S 700 E
Salt Lake City, UT 84106

CONTINENTAL IMAGING
INVESTMENTS LLC
2185 S 900 E
Salt Lake City, UT 84106

CORP OF PB OF CH OF JC OF LDS
50 E NORTHTEMPLE ST
SALT LAKE CITY, UT 84150-9001

DANCING CRANES IMPORTS
673 E SIMPSON AVE
Salt Lake City, UT 84106

DARTNELL, ANN
2233 S 500 E #136
SALT LAKE CITY, UT 84106-1009

DEAN, AKEMI M & SAMUEL P; JT
2233 S 500 E #119
SALT LAKE CITY, UT 84106-1009

DEES FAMILY RESTAURANT
2104 S 700 E
Salt Lake City, UT 84106

DEE'S INC
777 E 2100 S
SALT LAKE CITY, UT 84106-1829

DERDZINSKI, PAUL T
2233 S 500 E #120
SALT LAKE CITY, UT 84106-1487

DIANE HAYDEN INTERIOR
DESIGN
2219 S 700 E
Salt Lake City, UT 84106

DIECKMANN, INGRID
661 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1420

DIECKMANN, KATHE J; TR (KLD
LIV TRUST)
659 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1420

DUSTIN, MARK M; TR
15 PARKSIDE PL #302
REVERE, MA 02151-1151

EDMONDS, CHERYL L
2233 S 500 E #116
SALT LAKE CITY, UT 84106-1009

FOREST CO.
4222 S WANDER LN
HOLLADAY, UT 84124-2829

FOREST COMPANY
4222 S WANDER LN
HOLLADAY, UT 84124-2829

FUSION ACADEMY OF MARTIAL
ARTS
650 E WILMINGTON AVE
Salt Lake City, UT 84106

FYE #1497
2107 S 700 E
Salt Lake City, UT 84106

GALLACHER BUILDING LLC
2233 S 700 E
SALT LAKE CITY, UT 84106-1835

GRAKO, JESSICA
2233 S 500 E #133
SALT LAKE CITY, UT 84106-1009

GREAT CLIPS
2120 S 700 E #K
Salt Lake City, UT 84106

GREETHAM, ERNEST G & ADA J;
TRS
2550 S ELIZABETH ST #1
SALT LAKE CITY, UT 84106-1662

GRODBROS REAL ESTATE LLLP
3642 OAKWOOD DRIVE
PARK CITY, UT 84060

GRUS LLC
867 E SIMPSON AVE
SALT LAKE CITY, UT 84106-1819

H & R BLOCK TAX SERVICES INC
2120 S 700 E
Salt Lake City, UT 84106

HANNI, BRAIN & CELIA; JT
2233 S 500 E #108
SALT LAKE CITY, UT 84106-1009

HANNI, BRIAN D & CELIA A; TRS
2233 S 500 E #125
SALT LAKE CITY, UT 84106-1009

HEAVEN BOUND MUSIK
2225 S 500 E #16
Salt Lake City, UT 84106

HIGBEE, AMY C & CHRISTOPHER
J; JT
615 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1420

HILLS CONSTRUCTION INC
2225 S 500 E #200
Salt Lake City, UT 84106

HOWELLS, AMY C
2233 S 500 E #102
SALT LAKE CITY, UT 84106-1009

ICAS LC
2233 S 500 E #135
SALT LAKE CITY, UT 84106-1009

INTERMOUNTAIN MANAGED
EYECARE
2178 S 900 E #4
Salt Lake City, UT 84106

JOSH WOOD PHOTOGRAPHY
608 E WILMINGTON AVE
Salt Lake City, UT 84106

JT AUTOMOTIVE
2205 S 900 E
Salt Lake City, UT 84106

KELSEY, STEPHEN E & MARY C;
JT
657 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1420

KENDALL SHERMAN ACADEMY
OF BEAUTY
2232 S 700 E
Salt Lake City, UT 84106

KHOURY, SAAD & AMALE; TRS
4216 E ABINADI RD
SALT LAKE CITY, UT 84124-4004

KIMBALL, TODD (DR)
2178 S 900 E #4
SALT LAKE CITY, UT 84106-1367

KING, JACE B; ET AL
2233 S 500 E #104
SALT LAKE CITY, UT 84106-1009

KING, SCOTT A
641 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1420

LACY, HELEN & SMITH, DON; TRS
2233 S 500 E #115
SALT LAKE CITY, UT 84106-1009

LEE, GARY E & IRINA V; JT
625 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1420

LIN, JESSICA
3720 S ANGELICO CT #C
WEST VALLEY, UT 84119

LIT'L SCHOLARS DAYCARE
653 E SIMPSON AVE
Salt Lake City, UT 84106

LITTLE CAESARS
2104 S 700 E #A
Salt Lake City, UT 84106

MCDONALD ENTERPRISES LC
2208 S 900 E
SALT LAKE CITY, UT 84106-2327

MEGUERDITCHIAN, KRIKOR
633 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1420

MEGUERDITCHIAN, KRIKOR &
SIRVART (JT)
2147 S 500 E
SALT LAKE CITY, UT 84106-1460

MEGUERDITCHIAN, LEVON &
RASHELLE; JT
609 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1420

MENDOZA, TAMARA S
2233 S 500 E #124
SALT LAKE CITY, UT 84106-1009

MEN'S GROOMING LOUNGE LLC
2148 S 900 E
Salt Lake City, UT 84106

MEYER, SHARON
2233 S 500 E #126
SALT LAKE CITY, UT 84106-1009

MILLER, MARIAN K; TR
2053 E ST MARYS DR
SALT LAKE CITY, UT 84108-2247

MODALITI, LLC
2225 S 500 E #206
Salt Lake City, UT 84106

MODERN WEST
2219 S 700 E
Salt Lake City, UT 84106

MORSHDI, GRANT & ANNA; JT
2233 S 500 E #112
SALT LAKE CITY, UT 84106-1009

MOYLE LIMITED LIABILITY
COMPANY
PO BOX 17467
HOLLADAY, UT 84117-0467

MUAY THAI BOXING INSTITUTE
650 E WILMINGTON AVE
Salt Lake City, UT 84106

MUELLER, G BRENTON
2233 S 500 E #105
SALT LAKE CITY, UT 84106-1009

NORRIS, ADAM
2233 S 500 E #111
SALT LAKE CITY, UT 84106-1009

NORTH BUILDINGS LLC
2233 S 700 E
SALT LAKE CITY, UT 84106-1835

O'KEEFFE, SHANE W &
SANKOVICH, SCOTT; JT
2233 S 500 E #137
SALT LAKE CITY, UT 84106-1009

OLD MILL COURT CONDOMINIUM
ASSOCIATION
313 S MARYFIELD DR
SALT LAKE CITY, UT 84108-1541

OLYMPIAN RESTAURANT INC
2181 S 700 E
Salt Lake City, UT 84106

OMERO, NIKON T
2233 S 500 E #101
SALT LAKE CITY, UT 84106-1008

ONLY CHOICE CUSTOM
CABINETRY
2225 S 500 E #A
Salt Lake City, UT 84106

ORDWAY, JOHN D
2233 S 500 E #113
SALT LAKE CITY, UT 84106-1009

ORTEGA, MECHE M & MOULTON,
BARBARA J; JT
2233 S 500 E #132
SALT LAKE CITY, UT 84106-1009

ORTHODONTIC SPECIALISTS OF
UT
2120 S 700 E #1
Salt Lake City, UT 84106

OVERMOE GROUP LLC
536 S 200 W
SALT LAKE CITY, UT 84101-2302

PAGE, LAURENCE & LLOREN,
GLENDA S; TRS
505 CYPRESS PT DR #7
MOUNTAIN VIEW, CA 94043-4819

PATE, JOAN D
2701 E SWASONT WY
HOLLADAY, UT 84117-6342

PEP BOYS THE
2160 S 700 E
Salt Lake City, UT 84106

PERRY, LOWELL K; TR (P FM RV
LIV TR)
426 S 1000 E #707
SALT LAKE CITY, UT 84102-3048

PETERSEN, LEROY; TR
2960 E ROBIDOUX RD
SANDY, UT 84093-1130

PHAT DIGS LP
PO BOX 271351
SALT LAKE CITY, UT 84127-1351

PLAY IT AGAIN SPORTS
2120 S 700 E #D
Salt Lake City, UT 84106

PRINTERS INC. OF SALT LAKE
2185 S 900 E
Salt Lake City, UT 84106

QUALITY OF LIFE PERSONAL
TRAINING
650 E WILMINGTON AVE
Salt Lake City, UT 84106

RACINE ENTERPRISES LLC
473 E SURREYRUN RD
MURRAY, UT 84107-6612

RADMAN, TASHA K
2233 S 500 E #129
SALT LAKE CITY, UT 84106-1009

RAGLE, WILLIAM H & LYNN N; JT
2233 S 500 E #127
SALT LAKE CITY, UT 84106-1009

RAYBORN, VICTORIA LYNN
2233 S 500 E #121
SALT LAKE CITY, UT 84106-1009

REDLIGHT MUSIK CORPORATION
2225 S 500 E #16
Salt Lake City, UT 84106

Residents
2224 S 600 E
Salt Lake City, UT 84106-1430

Residents
2262 S 600 E #BLDG B
Salt Lake City, UT 84106-1430

Residents
603 E WILMINGTON AVE
Salt Lake City, UT 84106-1420

Residents
621 E WILMINGTON AVE
Salt Lake City, UT 84106-1420

Residents
635 E WILMINGTON AVE
Salt Lake City, UT 84106-1420

Residents
604 E WILMINGTON AVE
Salt Lake City, UT 84106-1421

Residents
610 E WILMINGTON AVE
Salt Lake City, UT 84106-1421

Residents
612 E WILMINGTON AVE
Salt Lake City, UT 84106-1421

Residents
638 E WILMINGTON AVE
Salt Lake City, UT 84106-1421

Residents
2237 S 600 E
Salt Lake City, UT 84106-1429

Residents
663 E WILMINGTON AVE
Salt Lake City, UT 84106-1420

Residents
658 E WILMINGTON AVE
Salt Lake City, UT 84106-1421

Residents
660 E WILMINGTON AVE
Salt Lake City, UT 84106-1421

Residents
2200 S 700 E #REAR
Salt Lake City, UT 84106-1836

Residents
655 E SIMPSON AVE
Salt Lake City, UT 84106-1415

Residents
657 E SIMPSON AVE
Salt Lake City, UT 84106-1415

Residents
675 E SIMPSON AVE
Salt Lake City, UT 84106-1415

Residents
2226 S 700 E
Salt Lake City, UT 84106-1836

Residents
2230 S 700 E
Salt Lake City, UT 84106-1836

Residents
707 E SIMPSON AVE
Salt Lake City, UT 84106-1817

Residents
717 E SIMPSON AVE
Salt Lake City, UT 84106-1817

Residents
2140 S 800 E
Salt Lake City, UT 84106

Residents
875 E SIMPSON AVE
Salt Lake City, UT 84106-1819

Residents
2240 S 900 E
Salt Lake City, UT 84106-2327

Residents
928 E SUGARMONT DR
Salt Lake City, UT 84106

Residents
968 E SUGARMONT DR
Salt Lake City, UT 84106-2347

SALT LAKE CITY CORP
PO BOX 145460
SALT LAKE CITY, UT 84114-5460

SATTERFIELD, ROBERT & RUTH
A; TC
12444 W GUMWOOD
BOISE, ID 83713

SEAMONS, MARGO & DEBRA; JT
2233 S 500 E #114
SALT LAKE CITY, UT 84106-1009

SG DIST
615 E SIMPSON AVE
Salt Lake City, UT 84106

SMITHERS, WILLIAM R; ET AL
2207 S 700 E
SALT LAKE CITY, UT 84106-1835

SOLITUDE CASKETS INC
2225 S 500 E #500
Salt Lake City, UT 84106

SOUNDCO PROPERTIES, LTD
2918 E KENNEDY DR
SALT LAKE CITY, UT 84108-2121

SPEERS, RANDOLPH C &
JENNIFER P; JT
867 E SIMPSON AVE
SALT LAKE CITY, UT 84106-1819

SPRING COMMUNICATIONS INC
2153 S 700 E
Salt Lake City, UT 84106

SUGAR HOUSE DESIGN CENTER
2219 S 700 E
Salt Lake City, UT 84106

SUGAR SPACE
616 E WILMINGTON AVE
Salt Lake City, UT 84106

SUGARHOUSE CONGREGATION
OF JEHOVAHS WITNESSES
2240 S 600 E
SALT LAKE CITY, UT 84106-1430

SUNTAN CO., THE
2120 S 700 E
Salt Lake City, UT 84106

T- MOBILE
2120 S 700 E #J
Salt Lake City, UT 84106

THE FOREST COMPANY, ET AL
4222 S WANDER LN
HOLLADAY, UT 84124-2829

THE HEMP BARN
2225 S 500 E #4
Salt Lake City, UT 84106

TRAEH SHOES
2120 S 700 E #E
Salt Lake City, UT 84106

TRAN, TYLER
2233 S 500 E #131
SALT LAKE CITY, UT 84106-1009

UCENTIVE LLC
615 E SIMPSON AVE
Salt Lake City, UT 84106

VAN BERKEL, JOOST & HANNAH;
JT
653 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1420

VEL, JOSHUA & PHILLIPS, BREE;
JT
2233 S 500 E #123
SALT LAKE CITY, UT 84106-1009

VELOCITY AUTO REPAIR
2225 S 500 E #A
Salt Lake City, UT 84106

VERIZON WIRELESS
724 E 2100 S
Salt Lake City, UT 84106

VODA INVESTMENT COMPANY
PO BOX 17555
SALT LAKE CITY, UT 84117-0555

VONGPHOUTHONG, SOUK &
AMBER; JT
2233 S 500 E #117
SALT LAKE CITY, UT 84106-1009

WHITCANACK, MICHAEL R
2233 S 500 E #122
SALT LAKE CITY, UT 84106-1009

WILD WILLIES YARD SERVICES
INC
624 E WILMINGTON AVE #2
Salt Lake City, UT 84106

WILMINGTON PLAZA
ASSOCIATES LLC
640 E WILMINGTON AVE
SALT LAKE CITY, UT 84106-1421

WILSON, MARY D R
955 E GARFIELD AVE
SALT LAKE CITY, UT 84105-3305

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Central City
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R Gene Moffitt
East Bench
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Salt Lake City UT 84108-0272

Brad Bartholomew
Rose Park
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Salt Lake City UT 84116

Gary Felt
East Central
606 Trolley Square
Salt Lake City UT 84102

Christopher Thomas
Sugar House
2722 S 10th East Apt A
Salt Lake City UT 84106

Angie Vorher
Jordan Meadows
1988 Sir James Dr
Salt Lake City UT 84116

Esther Hunter
East Central
606 Trolley Square
Salt Lake City UT 84102

Gordon Storrs
Fairpark
223 N 800 West St
Salt Lake City UT 84116

Michael Cohn
East Liberty Park
PO Box 520123
Salt Lake City UT 84125

Andrew Johnston
Poplar Grove
716 Glendale St
Salt Lake City, Utah 84104

DeWitt Smith
Liberty Wells
328 E Hollywood Ave
Salt Lake City UT 84115

Randy Sorenson
Glendale
1184 S Redwood Dr
Salt Lake City UT 84104-3325

Roger Little
Yalecrest
1764 Laird Ave
Salt Lake City UT 84108

Katherine Gardner
Capitol Hill
606 De Soto St
Salt Lake City UT 84103

Patrick Frasier
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Salt Lake City UT 84105

John K Johnson
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Salt Lake City UT 84111

Pat Schulze
Sunnyside East
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Salt Lake City UT 84108

D Christian Harrison
Downtown
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Salt Lake City UT 84101

Ellen Reddick
Bonneville Hills
2177 Roosevelt Ave
Salt Lake City UT 84108

Elke Phillips
Ball Park
839 S Washington St
Salt Lake City UT 84101

Vacant
Foothill Sunnyside

Community Council Chairs
Last updated from CC website 4.10.12

- 5. PLANNING COMMISSION**
- 5a. Planning Commission Staff Report, dated May 22, 2013**

PLANNING COMMISSION STAFF REPORT

Legislative Item



Planning Division
Department of Community
and Economic Development

Sugar House Streetcar Master Plan, Zoning Map and Text Amendments PLNPCM2012-00576 and PLNPCM2012-00577 May 22, 2013

Applicant: Mayor Ralph Becker

Staff: Maryann Pickering
801-535-7660 or
maryann.pickering@slcgov.com

Tax ID: N/A

Current Zone: Various – see
page 2 for current zoning map

Master Plan Designation:
Various

Council Districts: District 7
represented by Søren Simonsen
and District 5 represented by Jill
Remington Love

Community Council: Sugar
House and Liberty Wells

Lot Size: N/A

Current Use: N/A

Attachments:

- A. Existing and Proposed
Zoning Map
- B. Existing and Proposed
Master Plan Map Changes
- C. Proposed Zoning Text
Amendment Changes
- D. Proposed Master Plan
Amendment Changes
- E. Public Input

Request

Mayor Ralph Becker is requesting approval to adopt new zoning regulations, change the zoning of certain parcels and modify the Sugar House Master Plan as part of Phase 1 of the Sugar House Streetcar Project. The area is currently developed with a variety of residential and commercial uses. There are several different zoning classifications currently identified for these parcels. This type of project requires Zoning Text and Map Amendments and a Master Plan Amendment. The subject properties are located in Council District 7, represented by Søren Simonsen and Council District 5, represented by Jill Remington Love.

- a. **Master Plan Amendment.** In order to make zoning changes above, the master plan needs to have new policies included in order to make the zoning consistent with the master plan. (Case number: PLNPCM2012-00577)
- b. **Zoning Text and Map Amendment.** In order to change the zoning text and map as noted above, a Zoning Text and Map Amendment is required to change the zoning of certain parcels and add a new section in the Zoning Ordinance in Chapter 27 outlining all of the new regulations for the parcels that will have their zoning changed. (Case number: PLNPCM2012-00576)

Recommendation

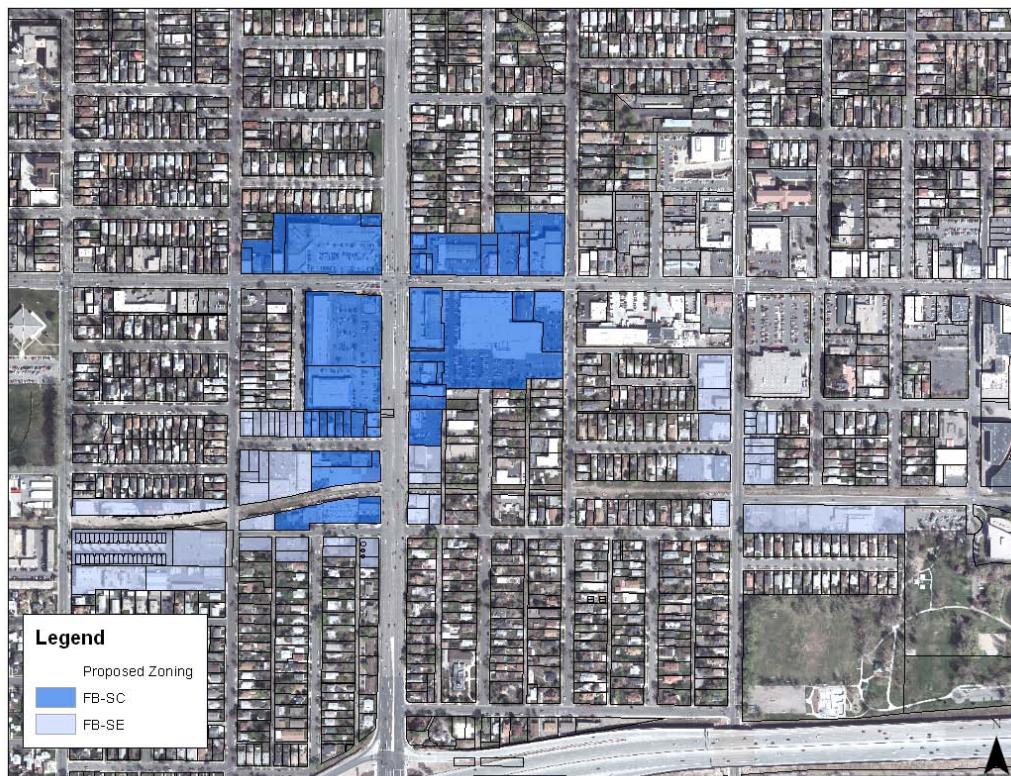
Discuss the proposed changes and continue the public hearing to a future meeting date.

EXISTING ZONING

CURRENT ZONING



PROPOSED ZONING



Background

Project Description

Planning for the Sugar House Streetcar began in 2006 with the study of alternatives for transit through South Salt Lake City and Salt Lake City. The results of this first study determined that a streetcar within the existing Utah Transit Authority right of way (approximately 2230 South between the Central Pointe TRAX station and Highland Drive) would best serve the community goals of mobility and economic development. The project is a high priority for South Salt Lake City, Salt Lake City, and the Utah Transit Authority, which have collaborated on grant applications for federal funding. The project envisions a modern streetcar line that will connect a thriving regional commercial center (Sugar House Business District) to the regional TRAX light rail system.

On October 20, 2010, \$26 million in federal funds were awarded to the project through the Federal Department of Transportation. Construction on the line began in April 2012, with a planned opening to the public in December 2013.

In order to provide both Salt Lake City and South Salt Lake City with direction on the desires of the community, a consultant was retained by the Redevelopment Agency of Salt Lake City to complete a visioning process and provide a conceptual Land Use and Urban Design Plan. The conceptual plan was completed in March 2012. Members of the community participated in the visioning process to help shape the vision for the streetcar corridor. Many recommendations from that visioning plan are included as elements in the draft zoning ordinance.

Public Notice, Meetings and Comments

The following is a list of public meetings that have been held related to the proposed project.

- Community Council meetings held on the following dates:
 - Sugar House Community Council Regular Meetings – October 3, 2012 and November 7, 2012
 - Sugar House Community Council Land Use Committee – November 19, 2012
 - Liberty Wells Community Council Regular Meeting – scheduled for June 12, 2013
- Community Open Houses held on the following dates:
 - Planning Division Open House – October 18, 2012
 - Former Deseret Industries Building in Sugar House – April 16, 2013
Approximately 175 owners and tenants with 300 feet of all properties proposed to be rezoned had a notice mailed to their address. An announcement of the meeting was also posted on the Planning Division's webpage and emailed to all those who subscribe to listserv.
 - Comments from the open house can be found in Attachment D.
- Meeting with Different Property Owners
 - October 23, 2012
 - January 10, 2013
 - April 29, 2013
- Public comments have been received by email and are included in Attachment D.

In addition to the above public meetings or workshops, the item was placed on the City's webpage in the 'Open City Hall' section between April 12 and April 29. Various comments were received, however, it should be noted that a majority of the comments received were related to Phase 2 (future alignment) of the Sugar House Streetcar. Comments related to the rezoning have been highlighted and can be found in Attachment D.

Notice of this public hearing for the proposal includes are noted below.

- Public hearing notice posted in newspaper on May 9, 2013.
- Public hearing notice posted on City and State websites on May 9, 2013.
- Public hearing notice emailed to the Planning Division listserve on May 9, 2013.
- Public hearing notice mailed to owners and residents on May 9, 2013.

Public Comments

Generally, with the exception of one item, the comments received as part of this project were positive and supportive. The one exception, where there was little to no support, is related to the properties commonly referred to as the Boys & Girls Club/Tennis Court site located at the southeast corner of 900 East and Sugarmont Drive. The opposition voiced was for those two properties not to be removed from the City's Open Space Lands Program and remain as part of Fairmont Park.

Planning staff has identified the Boys & Girls Club and tennis court properties to be rezoned for two reasons. One, the visioning study recommended these properties be rezoned to a mixed use zoning designation as they might be currently underutilized. Second, the location of these two properties across the street from the streetcar line, is a prime location for redevelopment. When that is coupled with the investment made by the grant from the Department of Transportation and the City's investment in the area, it does make sense to rezone these properties.

However, it needs to also be pointed out that the current Sugar House Master Plan does provide a policy that the tennis courts should be renovated. There is also discussion in the master plan regarding the deficit of park acreage in the Sugar House area. The plan states that approximately 33 more acres are needed based on the population when the plan was prepared in 2001. That number could be higher today.

As with any zoning change, the City Council has the final decision making authority. This is especially true for these properties because they are part of the City's Open Space Lands Program/Inventory. Properties cannot be removed from the Open Space Lands Program unless the City Council completes a public process, including public hearings, and then votes to remove the lands. Because of this added complexity for these properties, Planning staff has determined the best course of action would be to recommend a zoning designation should the City Council decide to remove these properties from the Open Space Lands Program. If the City Council does not remove them, the current zoning of Open Space will remain a mixed use development would not be possible. Planning staff has been working with other city departments for several months regarding the disposition of these properties. The process to start the public hearings on the lands has been started, but will most likely not be completed prior to a decision being made on these petitions. In the event these petitions go before the City Council first, the ordinance will be written in such a way that the properties will not be rezoned if the City Council does not remove them from the Open Space Lands Program.

City Department Comments

Very few comments were received from pertinent City Departments / Divisions. The Planning Division has not received comments from the applicable City Departments / Divisions that cannot reasonably be fulfilled or that warrant denial of the petition. All comments can be found in Attachment E.

Master Plan Findings

The City does not have specific standards for Master Plan Amendments. The Sugar House Master Plan already includes land use categories and policies that are consistent with the proposed Sugar House Streetcar zoning. After a review the Master Plan, it was found that a new land use category should be added and some new policies relating specifically to the Sugar House Streetcar should be added. A copy of all additions and changes to the Master Plan can be found in Attachment C.

In considering an amendment to the Sugar House Master Plan as part of the Sugar House Streetcar Zoning and Master Plan Amendment project, Planning staff also analyzed the following documents related to land use:

- Salt Lake City Futures Commission Report (1998)
- Salt Lake City Urban Design Element (1990)
- Salt Lake City Community Housing Plan (2012)
- Salt Lake City Transportation Plan (1996)
- Sugar House Master Plan (2005)
- Wasatch Choices 2040 (2011)

Salt Lake City Futures Commission Report

The Salt Lake City Futures Commission report is a citywide document that is general in nature. It includes a number of recommendations grouped by category. Those relevant to the project include:

- Arts and Culture
- Built Environment
- Economics
- Natural Environment
- Neighborhoods
- Social Environment

This document recommends providing adequate public spaces that are equipped to handle gatherings of various sizes at different locations throughout the City. Providing live/work space for artists is also recommended. The Sugar House Streetcar Zoning and Master Plan Amendment recommends a broad range of housing types, including live/work or mixed use units near the streetcar stations.

The Built Environment section identifies a number of key recommendations that are relevant to the Sugar House Streetcar Zoning and Master Plan Amendment. Assertion A states:

“An integrated transportation system, including alternative modes of transportation such as pedestrian ways, bicycles, mass transit, freight vehicles and personal automobiles ensure the enjoyable movement of people and products within the City.”

The proposed zoning regulations identify most of these modes of travel and recognize the importance of effectively managing each mode. The success of each area depends on the efficient movement of people and goods.

Assertion B creates a hierarchy upon which urban design should be based:

1. Focus on the needs of the pedestrians and bicycles first;
2. Focus on mass transit second; and
3. Focus on the automobile third.

This section continues by saying: “public transit systems such as light rail are user friendly and designed with the pedestrian in mind; and all citizens have access to public transit within 1,200 feet of their homes.” By strategically focusing future growth and development around the streetcar stations, current and future residences and workers will have better access to transit.

This section introduces the importance of design and mentions that high aesthetic standards, integrating urban design and building design, having streets with character and unique neighborhoods contribute to a more livable City and nurture a strong community. The Sugar House Streetcar Zoning and Master Plan Amendment include a number of policies and strategies that attempt each of the assertions in the Built Environment section.

An important aspect of the Futures Commission report is identifying that all people have a stake in the planning and building of the City. From the beginning of the planning process for the Sugar House Streetcar Zoning and Master Plan Amendment, Planning Division staff has intended for this plan to be based on community input.

The Economics section of the Futures Commission report identifies that planning and zoning are important economic development tools. Many of the policies, strategies and key projects are aimed at promoting economic development along and around the streetcar corridor to support the business community, enhance the neighborhoods, project the City’s tax base, and improve the economic condition of the neighborhoods along the corridor and the City as a whole. Other parts of the Economic Development section discuss:

- Rail transit being critical to the transportation system as well as improving air quality; and
- Promoting housing and mixed use development throughout the City.

The Natural Environment section focuses on air and water quality, solid waste management, open space, and gateways. The Sugar House Streetcar Zoning and Master Plan Amendment addresses these issues by promoting compact development that uses less land and provides people with options on how they move, where they live, and where they shop, dine, work and play.

Neighborhoods are the backbone of any city and the neighborhoods along Sugar House Streetcar corridor are no exception. Preserving the neighborhoods in the area provide a foundation for future development in the area. With the anticipated growth in Salt Lake City, future development and residential density should be strategically located so that the existing neighborhoods are preserved. By concentrating new development near the streetcar stations, the City can adequately provide services to new development and preserve the neighborhoods at the same time. Providing a range of housing

options helps to create diverse neighborhoods and provides people with different need options as to where they live.

The Social Environment section defines itself as “everything in our society that improves our lives, expands our minds, and helps us to be healthy, caring, educated and productive citizens”. This section has recommendations related to promoting community involvement, expanding recreational opportunities, and addressing issues that impact our community. The proposed zoning and master plan policies include some of these principles and have been part of a public involvement process. Providing adequate housing for people with different needs, providing transportation options and enhancing our open spaces and access to our trail system improves our community.

Salt Lake City Urban Design Element

The purpose of the Urban Design Element is to define urban design objectives for the City and illustrate a process for making decisions regarding the City’s future character. To that end, the Urban Design Element recommends a number of policies and strategies. A key strategy is to recognize that land use intensities and building heights should reflect relationship between the district that they are located within and adjacent neighborhoods and their respective role in the City. The document also states “indiscriminate high rise construction outside of the downtown core adversely affects the strong downtown development concentration characteristic of the City.” The Sugar House Streetcar Zoning and Master Plan Amendment recognizes this concept by limiting building height to a level that is similar to what is currently allowed in the Sugar House Business District zoning classifications. In addition, the building height complements Downtown by having lower building heights while allowing adequate development potential to accommodate future growth within and around the Sugar House Streetcar corridor. The Urban Design Element lists many other policies and strategies that are relative to the Sugar House Streetcar Zoning and Master Plan Amendment and addressed in the proposed master plan policies and zoning regulations, including:

- Allowing individual districts to develop in response to their unique characteristics within the overall urban design scheme for the City;
- Treat building height, scale and character of significant features of a districts image;
- Ensure that features of building design such as color, detail, materials and scale are responsive to district character, neighborhood buildings and the pedestrian;
- Maintain a pedestrian-oriented environment at the ground floor of buildings;
- Introduce pedestrian-oriented elements such as landscaping, sidewalk lighting, pedestrian oriented building and site design into neighborhood commercial centers;
- Use street spaces, patterns and rhythms to unify the image of a district;
- Preserve prominent view corridors and city vistas. Prominent land forms, buildings and monuments should remain clearly visible as city landmarks. Special attention should be given to the design of building adjacent to prominent streets and vista corridors.
- Encourage pedestrian walkways networks that connect individual buildings, blocks, groups of blocks and entire districts; and
- Require new buildings to respect the pedestrian elements of the street.

The Sugar House Street Zoning and Master Plan Amendment provide additional guidance for land use decisions and include policies which complement the Urban Design Element. The Sugar House Zoning and Master Plan Amendment provide focus on the urban design concepts because there are specific urban design standards within the proposed master plan policies and zoning regulations.

Salt Lake City Community Housing Plan

The goal of the Community Housing Plan is to enhance, maintain and sustain a livable community that includes a vibrant downtown integrated with surrounding neighborhoods that offer a wide range of housing choices, mixed uses and transit oriented design. The key concepts addressed in the Housing Plan include:

- Foster and celebrate the urban residential tradition;
- Respect the character and charm of predominantly residential districts, including those with historic character and qualities, while also providing opportunities for the provision of local goods and services easily accessed by neighborhoods;
- Promote a diverse and balanced community by ensuring that a wide range of housing types and choices exists for all income levels, age groups, and types of households;
- Develop new housing opportunities throughout the City;
- Ensure that affordable housing is available in all neighborhoods and not concentrated in a few areas of the City;
- Emphasize the value of transit-oriented development, transit accessibility and proximity to services;
- Recognize that residents, business owners, and local government all have a role to play in creating and sustaining healthy neighborhoods;
- Create an appropriate balance of rental and ownership opportunities in neighborhoods without jeopardizing an adequate supply of affordable housing; and
- Strongly incentivize or require the use of green building techniques and sustainability practices in public and private housing developments.

The Sugar House Zoning and Master Plan Amendment include policies that support the above concepts. The development concepts identified in the proposed zoning and master plan changes include a major focus on creating a range of housing options for people with different housing needs. The plan also discusses preserving existing housing in existing neighborhoods.

Salt Lake City Transportation Plan

The Salt Lake City Transportation Plan includes policies related to all forms of transportation, including automobile, mass transit, pedestrians, and bicycles. The plan correctly identifies the important link between transportation and land use and provides the following relevant direction for future land use:

- Salt Lake City will preserve and enhance residential communities within the City which allow residents to live, work and play in the same area;
- Salt Lake City will explore opportunities to increase residential and destination densities at major bus and rail transit nodes along transit corridors;
- Salt Lake City will promote development that is transit, pedestrian and bicycle friendly.

The Sugar House Streetcar Zoning and Master Plan Amendment are consistent with this direction and aim at providing opportunities for land use to support mass transit and vice versa. The transportation plan provides direction for increasing the number of bicycle lanes within the City and maintaining those lanes to a high standard. The Sugar House Streetcar Zoning and Master Plan Amendment indicate that finer grain network of bicycle paths and trails will be warranted as the streetcar corridor develops over time and bicycle use increases. While the streetcar corridor may not be able to provide all modes of transportation in a safe and convenient manner, it should be viewed as a portion of a network, with nearby parallel streets providing other opportunities, particularly for bicyclists.

Sugar House Master Plan

The Sugar House Master Plan was adopted in 2005. It identifies and discusses multi-modal and transit options in the Sugar House area. Specific policies are included that encourage rail to be constructed along the former Union Pacific rail line. There are also policies in place that encourage the corridor to accommodate several different types of transit including cycling, hiking, skating and transit line. The construction of the Sugar House Streetcar Line and this proposed Sugar House Streetcar Zoning and Master Plan Amendment help implement that vision for the community that has been in effect for some time.

Wasatch Choices 2040 Plan

The Wasatch Choices 2040 Plan is a four county vision for land use and transportation in the future. Although not an officially adopted plan of the City, it includes many of the same goals discussed in the plans listed above and helps identify Salt Lake City's role in the region and the state. The plan states "over the coming years, the Wasatch Front is expected to annually add a population comparable to the city of Murray, or about 34,000. Growth in our region is largely inevitable; over two-thirds of this population will come from our children and grandchildren. Our challenge is to preserve or even enhance quality of life in the face of growth." With this statement in mind, the plan contains specific principles and objects for transportation planning, some of which are noted below.

- Optimize use and maintenance of existing infrastructure.
- Promote compact development consistent with market demand.
- Encourage contiguous growth to reduce infrastructure expenses.
- Develop a balanced, multi-modal transportation system.
- Coordinate transportation with regional employment, housing, educational and activity centers.
- Encourage future commercial and residential areas within close proximity of each other to reduce travel distances.
- Encourage a balance of jobs and housing in each part of the region to reduce travel distances.
- Support actions that reduce growth in per capita vehicle miles of travel.
- Make land-use and transportation decisions based on comprehensive understanding of their impact on each other.
- Encourage land use and housing policies to accommodate the need for a variety of housing types throughout the region.
- Encourage housing and other development near transit to maximize the efficiency of the public transportation system.

The Sugar House Streetcar Zoning and Master Plan Amendment provide additional guidance for land use and transportation policies noted above. The proposed master plan policies and zoning regulations recognize the growth will be occurring over the next several years and that compact development that utilizes existing investments in infrastructure is the best way to approach the increase.

Master Plan Summary

The proposed Sugar House Zoning and Master Plan Amendment are generally consistent with the policies and guidelines of the listed city and regional wide plan along with the adopted Community Master Plan. The Sugar House Zoning and Master Plan Amendment provides finer detail, are more specific to geographic areas and provide adequate guidance on future land use decisions. It is critical that future zoning be compatible with the Sugar House Zoning and Master Plan Amendment, reflect the communities' vision for the streetcar corridor and can provide the necessary flexibility, processes and

regulations to produce desired development. The plans provide for appropriate height, densities, and land use intensities in various geographic sections along and near the streetcar corridor. These policies are important to achieve the City's goals of environmental, economical and socially sustainability as well as ensure the large public investment in infrastructure along and around the streetcar corridor is effective in revitalizing this area of the city and providing for the needs of the residents, business community and other stakeholders in the area.

Zoning Amendments Analysis and Findings

Background

The Sugar House Streetcar Corridor has some unique features related to zoning and zoning classifications. The corridor is located along a former railroad right-of-way and has little access along a street. In fact, a majority of the corridor is located on the side or rear of various residential and commercial properties. When determining what would be the best zoning designation for the corridor based on these unique circumstances, it was determined that there were no current zoning designations that would be appropriate. The goal of the zoning for the area was to allow development that is transit oriented in nature, yet respectful to the existing community, especially the existing single-family residential properties.

The existing TSA zoning was initially considered for the corridor. However, the TSA zoning has a focus on development along streets and this would not work for a majority of the corridor with the residential properties. Other zoning designations currently in place would not achieve the goal of creating transit-oriented development. Staff then determined that a new zoning designation would be the most appropriate. The zoning has been designed so that it can be implemented in other areas within the City where a streetcar may be located in the future. For right now, the current proposed streetcar line, or Phase 1, is the only location where the zoning will be effective.

Zoning Text Amendment

The proposed zoning for the streetcar area was developed using form based code principles. Because a chapter already exists for form based code zoning classifications, staff has added the new zoning within Chapter 21A.27. The Planning Commission recently reviewed a request for the West Temple Gateway or Granary area with a new zoning designation. This new designation was also developed as a form based code and has been transmitted to the City Council office for a future public hearing. This proposed streetcar zoning has some of the same principles or language as the West Temple Gateway.

Two new zoning classifications are proposed. They are: FB-SC (Form Based – Streetcar Core) and FB-SE (Form Based – Streetcar Edge). The FB-SC is more intensive designation of two and can have the taller building heights. The FB-SE is less intensive and is designed to be located primarily next to the existing or established residential neighborhoods.

One of the major differences between these proposed zoning regulations and other traditional types of zoning is that these regulations are based on a street type plan. This means that depending on what street type or classification of street that a property fronts on dictates the type of development standards applicable to the property. It is a common aspect of most form based codes and though may be difficult to comprehend initially, but it does make for such simpler applicability of standards as one becomes familiar with the standards.

As part of this proposal, there are four street types proposed. They are:

1. Greenway Street,
2. Neighborhood Street,
3. Pedestrian Street, and
4. Access Street

The Greenway Street would be the least intensive and in this instance is basically the existing streetcar corridor that was the former railroad right-of-way. All of the improvements in this area are being completed as part of Phase 1 by UTA and both the cities of Salt Lake and South Salt Lake. The corridor averages approximately 66 feet in width and will include the streetcar lines and all associated streetcar improvements (i.e., tracks, platforms, electric wires, lighting). Also in this area is the location of the walking and biking path and Parley's Trail.

The other three street classifications become more intense at each level. Buildings can be built taller and the sidewalks will increase to create the more walkable area. There are matrices found in the proposed zoning that outline the specific standards with each street type.

These proposed standards have also been written in such a way as to protect the existing single-family residential neighborhoods. Additional step or setbacks for the upper levels have been included so that there will not be a taller or incompatible building next to an existing residence. This was a concern that staff heard during the public review last fall and we wanted to be sure it was addressed. It is similar to the additional step back that was incorporated into the revised TSA standards that were approved by City Council last year.

One other concern that was heard during the public review is that wider sidewalks are needed in order for people to feel comfortable walking in and around the streetcar corridor. This is especially true on 700 East also where there is very little room for pedestrians to feel comfortable next to the travel lanes and the rate of speed at which the traffic moves in this area. To address this, additional parkway and sidewalks widths are required whenever a building is substantially altered (according to the threshold in the ordinance) or new construction takes place. There may be instances where a large area is required for one property, but not the next because of the manner in which the redevelopment took place. However, staff feels that it is more advantageous to have this large open area up front rather than a building so that City improvements may take place at a later date.

Some other highlights of the proposed zoning are that there is no minimum parking required and a maximum amount is included. All land uses in the use table are permitted and if they are not included in the table, they are not permitted within the zoning classifications.

Zoning Map Amendment

The zoning map amendment will change the zoning classifications for the properties highlighted on the proposed zoning map. As noted above, the properties will have one of the two new zoning designations placed on them, but the street type is what dictates exactly what can occur. These street types will need to be incorporated onto the zoning map as well.

The primary concerns with any large scale zoning map amendment are the potential impacts it has on existing businesses and property values. This ordinance does not impact existing businesses. All existing businesses that are listed as prohibited uses would be considered legal, nonconforming land

uses. These uses are allowed to continue operating. These uses will become subject to zoning ordinance section 21A.38 Nonconforming Uses and Non-complying Structures. Under this section, non conforming uses are authorized to continue. There are specific regulations that govern the moving, enlarging or altering of nonconforming uses of land and structures. If destroyed by fire, earthquake or other natural disasters, a nonconforming use would be allowed to occupy a new building on the site. The most impacted land uses are those that include drive through windows, gas stations, and auto service types of uses. Those uses are all either permitted or conditional under the current zoning. They will be prohibited in the proposed ordinance.

In most cases, the development potential will be near the intersection of 700 East and 2100 South. Staff believes that this area has the most potential because the buildings height will be increased in this area. However, we also recognize that most of these properties all are under different ownership and some assemblage of land would need to occur before a large development can occur. Staff will note that we have been working with an architectural firm who represents several of the property owners in the area of the southwest corner of 700 East and 2100 South. These property owners have been working together and discussing ideas on how their properties can develop as a cohesive project while maintaining the separate ownership. Staff has met with these owners or their representatives on several occasions regarding the proposed zoning. While we do not agree 100% on the proposed regulations, we have received some excellent feedback from them and have incorporated some of these suggestions.

The impact of taller and more intense development has been raised as a concern, although it has not been as big of a concern as anticipated. Regardless, the boundaries of the Streetcar Core and Streetcar Edge Areas were drawn after considering many factors. The Core Area is located along the busier streets where more intensive development is appropriate. The Edge Area was created in order to step down development height and intensity, as it gets closer to existing low-density residential neighborhoods. As stated in the zoning text amendment sections, regulations requiring an increased setback when adjacent to residential zoning districts are included as an additional protection to the impacts of height and intensity.

Findings

21A.50.050 Standards for general amendments.

A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard.

A. In making its decision concerning a proposed text amendment, the city council should consider the following factors:

- 1. Whether a proposed text amendment is consistent with the purposes, goals, objectives, and policies of the city as stated through its various adopted planning documents;**

Analysis: In reviewing the station area plans, several adopted master plans were considered, including the Urban Design Element, the Salt Lake Futures Commission Report, the Sugar House Master Plan, and the Wasatch Choices 2040 Plan. The City's adopted Housing Plan and Transportation Plan also call for the type of development supported in the Sugar House Streetcar corridor. The analysis of the streetcar corridor indicated that they were generally consistent with these plans or explained a change in policy to those plans.

Finding: The proposed zoning text changes are consistent with the goals and policies identified in the Sugar House Streetcar Zoning and Master Plan Amendment and several other adopted master plans.

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

Analysis: The proposed changes enhance an existing chapter of the zoning ordinance, with a specific purpose statement. The general purpose statement of the zoning ordinance is to promote the health, safety, morals, convenience, order, prosperity and welfare of the present and future inhabitants of the City. In addition, the zoning ordinance is intended to lessen congestion in the streets, secure safety from fire and other dangers, provide adequate light and air, classify land uses and distribute land development and utilization, protect the tax base, secure economy in government expenditures, foster the City's industrial, business and residential development and protect the environment.

Finding: The proposed zoning ordinance furthers the specific purpose statements of the zoning ordinance.

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

Analysis: The boundaries of the proposed Sugar House Streetcar Zoning and Master Plan Amendment do not overlap with any overlay zoning districts.

Finding: The existing zoning ordinance does not overlap with any overlay zoning district.

4. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design.

Analysis: The proposed changes continue to represent a new approach to zoning for Salt Lake City. This approach recognizes the value and importance of community input, the needs of developers and establishes an opportunity for the City, through private investment and development, to promote sustainable development practices, increase the housing stock, promote the business community, increase the use of alternative forms of transportation and improve public spaces.

Finding: The proposed changes continue to show how Salt Lake City is one of the few cities in the nation to implement this type of zoning, rather than the traditional Euclidean zoning that is widely used.

B. In making a decision to amend the zoning map, the city council should consider the following factors

1. Whether a proposed map amendment is consistent with the purposes, goals, objectives, and policies of the City as stated through its various adopted planning documents;

Analysis: In reviewing the proposed zoning map changes, several adopted master plans were considered, including the Urban Design Element, the Salt Lake Futures Commission Report, the Sugar House Master Plan, and the Wasatch Choices 2040 Plan. The City's adopted Housing Plan and Transportation Plan also call for the type of development supported in the Sugar House Streetcar Zoning and Text Amendment. The analysis of the streetcar corridor indicated that they were generally consistent with these plans or explained a change in policy to those plans.

Finding: The proposed zoning map amendments are consistent with the goals and policies identified in the Sugar House Streetcar Zoning and Master Plan Amendment and several other adopted master plans.

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

Analysis: The proposed zoning map amendment includes provisions for reducing the impact new development may have on existing areas. The boundaries of the proposed zoning districts correspond to the boundaries in the proposed streetcar corridor zoning regulations. The Sugar House Streetcar Zoning and Text Amendment identifies the vision for what the areas around the streetcar corridor should look like, how they work, what types of uses there are, etc. The existing character of the subject areas differs from what is identified in the long term vision for the area. Therefore, the important aspect to consider is the impact on those areas that are adjacent to the proposed zoning district boundaries.

Finding: The proposed zoning map amendments further the specific purpose statements of the zoning ordinance.

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

Analysis: The proposed amendment would affect those properties that are within the boundaries of the R-1-5,000 (Single Family Residential), RMF-30 (Low Density Multi Family Residential), CB (Community Business), CC (Corridor Commercial), CN (Neighborhood Commercial), and OS (Open Space) zoning districts by rezoning some of these properties to FB-SC and FB-SE. However, this should not be viewed as an adverse impact because the proposed regulations that allow similar or decreased scale development are consistent with what was identified through the public planning process as desirable development. As properties redevelop, there will be instances where a new project is considerable larger than what may be adjacent to it. The adverse impacts are more relevant where the proposed zoning district is adjacent to an area that will not be rezoned and has smaller mass and scale regulations than the proposed ordinance. The proposed ordinance contains provisions to reduce the impacts in these situations, such as

increased setbacks than what currently exists, stepping of certain setbacks as the building height increases and more design standards than the current zoning requires. The intent of the proposal is to allow more building density and intensity in and around the streetcar corridor and step that density and intensity down as one moves closer to lower density residentially zoned areas.

Finding: The proposed zoning map amendment will have a minimal affect on adjacent properties due to the proposed zoning district containing provisions to reduce to impacts of the scale and mass of potential adjacent development.

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

Analysis: The boundaries of the proposed Sugar House Streetcar Zoning and Master Plan Amendment do not overlap with any overlay zoning districts.

Finding: The existing zoning ordinance does not overlap with any overlay zoning district.

5. **The adequacy of public facilities and services intended to serve the subject property, including but not limited to roadways, parks and recreational facilities, police and fire protection, schools, stormwater drainage systems, water supplies, and wastewater and refuse collection.**

Analysis: The project area is located within areas that are already served by public facilities and services. However, the proposed ordinance does increase the development potential of the area in some instances and decreases it others. Population, employment and household projections for the corridor indicate an increase in all three categories. These projections were done under the current zoning regulations. The capacity of the roads is not anticipated to be greatly impacted, at least initially, due to the change in zoning. The desired type of development and the development promoted by the proposed ordinance is considered transit-oriented development, which can reduce the need to use private automobiles. The proposed ordinance has been routed to other Departments and Divisions for comments. No comments were received that would indicate that the City would not be able to serve new development.

Finding: There appear to be adequate facilities in place to serve the boundaries of the proposed project.

Commission Options

The proposed Sugar House Streetcar Zoning and Master Plan Amendment project is a reflection of the community's vision for streetcar corridor. The creation of the plan was done with the visioning process completed a few years ago as the basis of the regulations and standards. Once these items were identified, a series of best practices that were applicable to the community's vision were incorporated into the plan to guide future development in a manner that can help turn the community vision into reality. While there are many options in terms of how to address land use, the draft Sugar House

Streetcar Zoning and Master Plan Amendment represent the preferred option of the community and Planning Division staff. Other options are:

- Make no changes to the existing master plan and development regulations and allow development to continue in the manner that it currently is;
- Make consistent changes that would apply to the entire corridor; and
- Make limited changes to streetcar corridor only adjacent to the streetcar line.

After analyzing the comments from the community, the desire for a different type of development along the streetcar corridor eliminated the option to make no changes. If the proposed Sugar House Streetcar Zoning and Master Plan Amendment are not adopted, the existing policies and regulations would remain in effect. Community input and existing conditions indicate that there are unique situations and characteristics of this area that a one size fits all approach could not capitalize on the unique assets in and around the streetcar corridor. Making limited changes near the streetcar corridor only would not provide enough land area to accommodate future projected growth.

Attachment A

Existing and Proposed Zoning Map

CURRENT ZONING

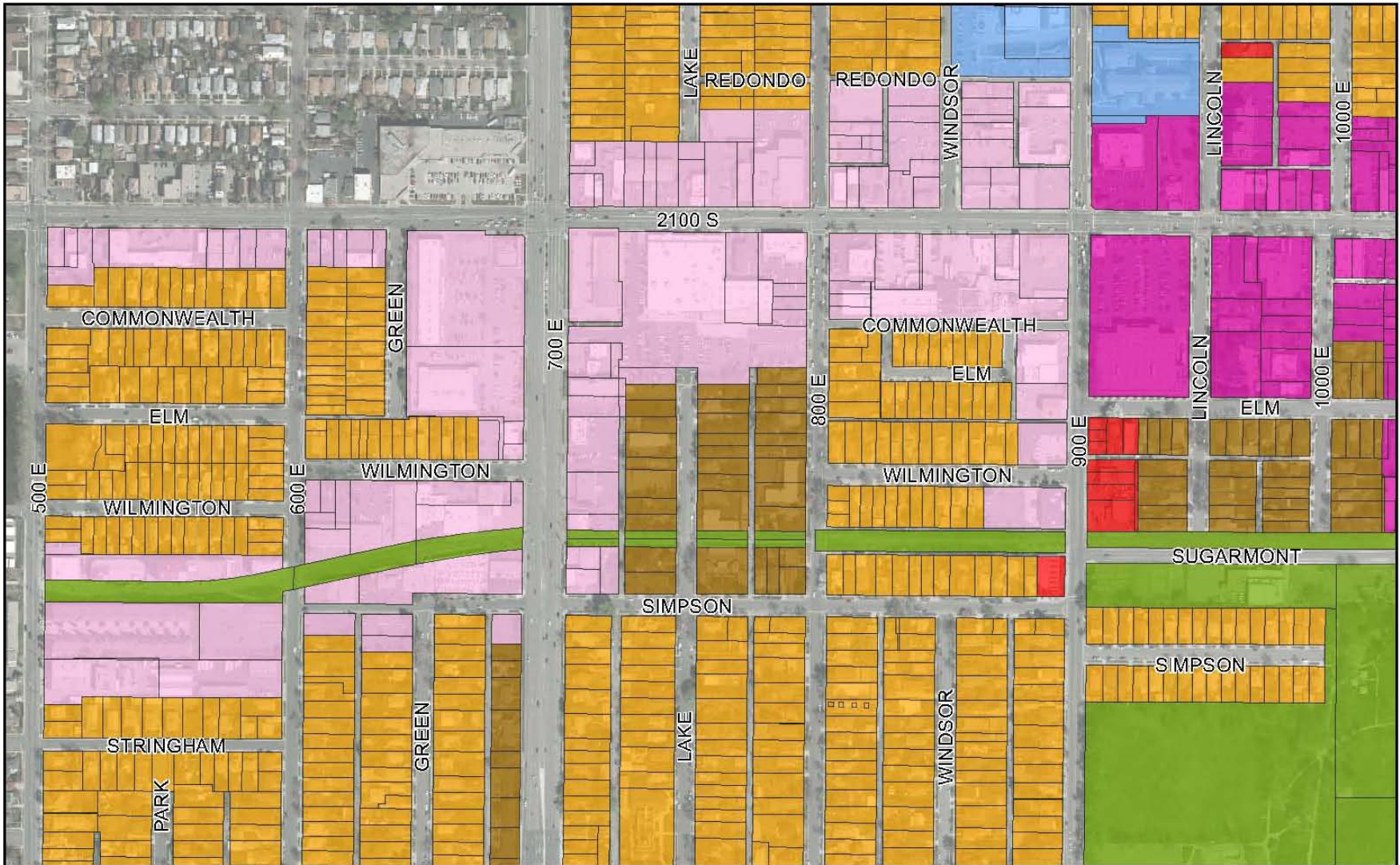




Attachment B

Existing and Proposed Master Plan Map Designations

Sugar House Existing Future Land Use Map

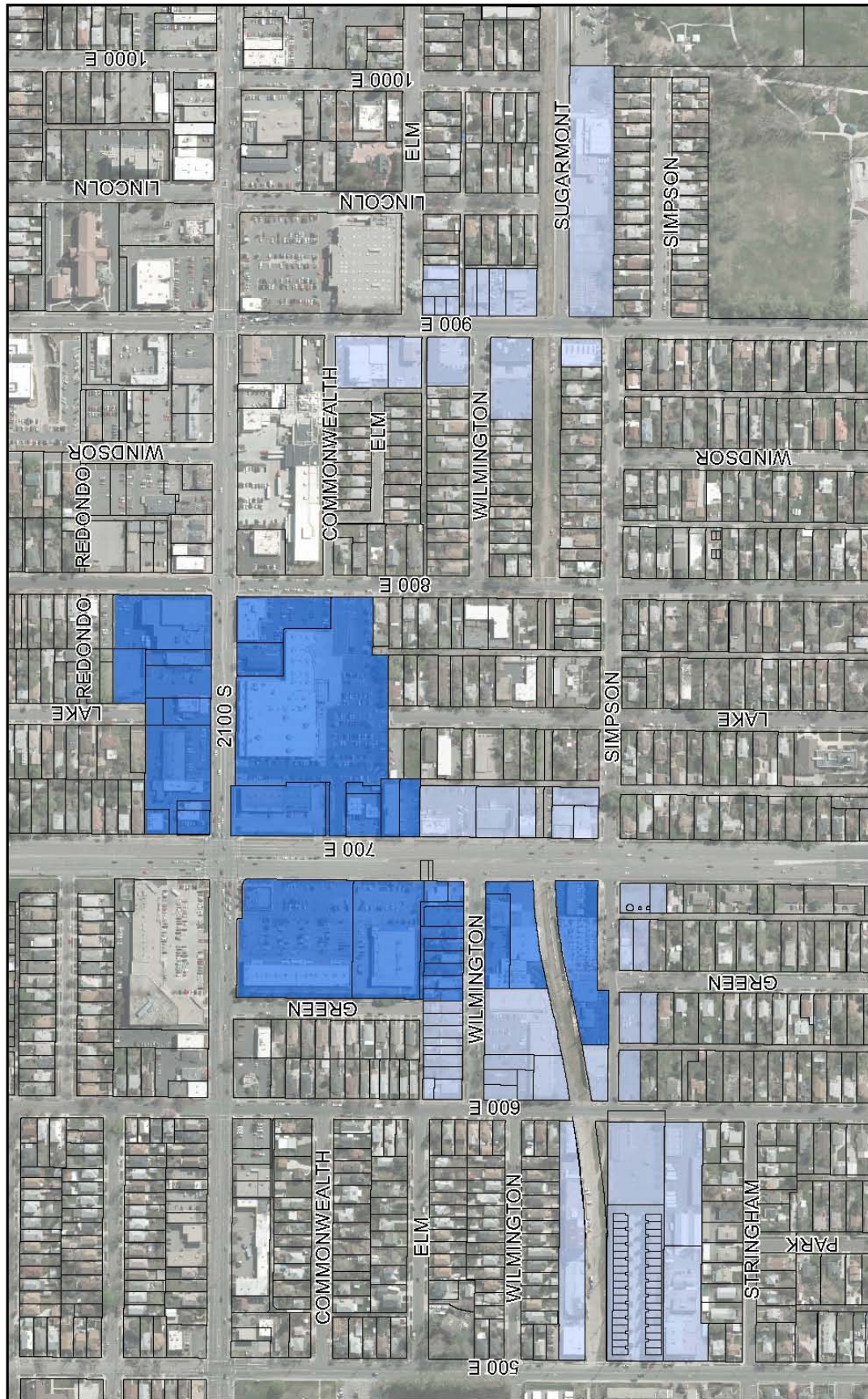


Legend

 Low Density Residential (5-10 du/acre)	 Neighborhood Business	 Business District Mixed Use - Neighborhood Scale	 Institutional & Public Lands
 Medium Density Residential (8-20 du/acre)	 Mixed Use - Low Intensity	 Parks & Open Space	



Sugar House Proposed Future Land Use Map



Legend

Proposed Future Land Use

- Mixed Use - High Intensity
- Mixed Use - Low Intensity

Attachment C

Proposed Zoning Text Amendment Changes

This is a draft document the purpose of which is to provide people with something to comment on. Based on feedback, best practices, construction realities, etc., the draft will be modified.

Chapter 21A.27 Form Based Zoning Districts

21A.27.040 Streetcar Corridor District (FB-SC and FB-SE)

A. Purpose Statement:

The purpose of the FB-SC and FB-SE Streetcar Corridor Zoning Districts are to create people oriented neighborhoods along the City's streetcar corridors that provide the following:

1. People oriented places;
2. Options for housing types;
3. Options for shopping, dining, employment and fulfilling daily needs within walking distance or conveniently located near transit;
4. Transportation options;
5. Appropriately scaled buildings that activate the district areas while respecting the existing character of the neighborhood; and
6. Safe, accessible, interconnected networks for people to move around in.

B. Context Description:

The form based Streetcar Corridor Districts are intended to be utilized near the vicinity of a streetcar corridor or other transit corridors with similar development characteristics and restraints. It is appropriate in areas with the following characteristics:

1. **Street, Block and Access Patterns:** a regular pattern of blocks surrounded by a traditional grid of streets that provide mobility options and connections for pedestrians, bicyclists, and automobiles. Blocks include sidewalks separated from the vehicle travel lanes by a landscaped park strip. Front yards are landscaped or include active, outdoor uses. Streets are classified based on their ability to serve pedestrians, cyclists and automobiles.
2. **Building Placement and Location:** Buildings are generally located close to the sidewalk, trail or public walkway with a small, transitional, semi-public space, such as a landscaped front yard, that is consistent along the block face. Certain development regulations are determined based on the street frontage that a property is located on. Properties may have multiple frontage types and the specific regulations apply to each frontage.
3. **Building Height:** Building heights on Greenway, Pedestrian, and Neighborhood streets are relatively low and consistent with existing building heights. Buildings located on Access streets are generally taller.
4. **Mobility:** A balance between pedestrians, bicyclists, transit riders, and motorists exists in the area, and residents are well connected to other parts of the City. The classification of streets in the area determines what type of transportation is a priority. To guarantee access to private property, automobile and service access is required on some Pedestrian and Neighborhood Streets.

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C. Sub-Districts:

The following sub-districts can be found in the form based Streetcar Corridor Districts:

1. FB-SC Streetcar Core Sub-District:

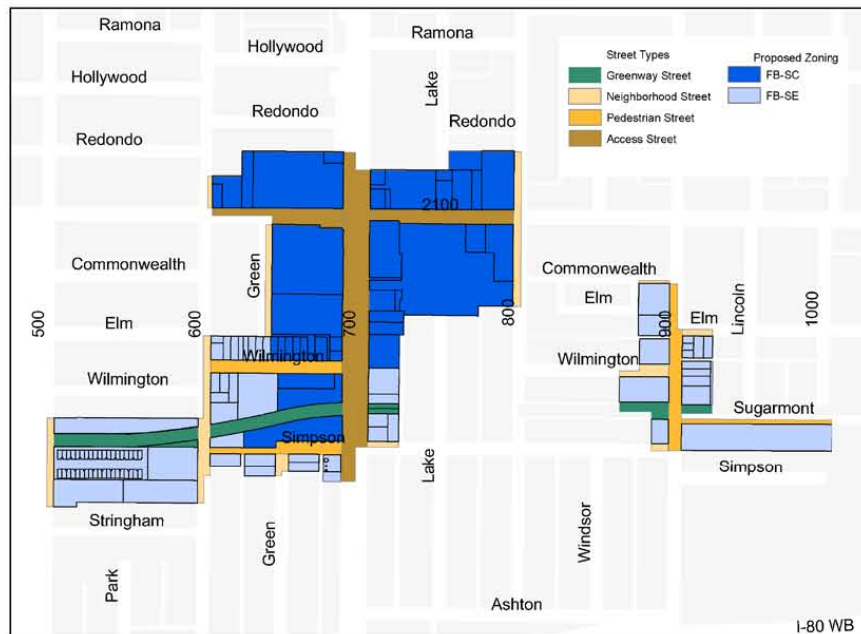
The FB-SC streetcar core sub-district contains the most intensive level of development in the vicinity of the streetcar. Buildings are generally six to seven stories in height and are supported by multiple street types so that they pedestrians, bicyclists and drivers have access to the properties within the area. Development standards are based on building type.

2. FB-SE Streetcar Edge Sub-District:

The FB-SE streetcar edge sub-district is intended to provide an appropriate transition in building size and scale between existing neighborhoods and the Core area. Buildings may be up to four stories in height, with appropriate setbacks when adjacent to lower scale residential neighborhoods. Development regulations are based on building type, with the overall scale, form and orientation as the primary focus.

3. Applicability of Sub-Districts: The regulations of the sub-districts shall apply as indicated in the Regulating Plan Map.

21A.27.040.C Regulating Plan Map



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D. Building Forms:

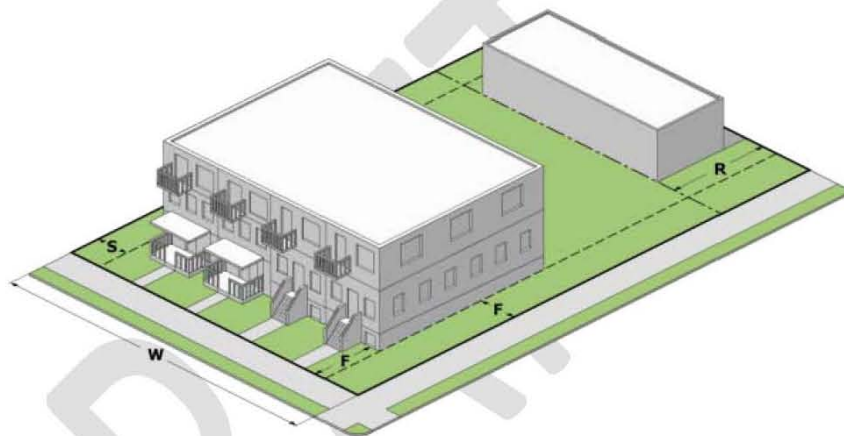
1. Permitted building forms are described below. Each building form includes a general description and definition, as well as images of what the building form may look like. Building form images are for informational purposes only and not intended to demonstrate exactly what must be built. The images should be used to classify existing and proposed buildings in order to determine what development regulations apply. The images are not to scale. They should not be used to dictate a specific architectural style as both traditional and contemporary styles can be used.

- a. Cottage Development: A unified development that contains two or more detached dwelling units with each unit appearing to be a small single-family dwelling with a common green or open space.



- b. Row House: A series of attached single family dwellings that share at least one common wall with an adjacent dwelling unit. A Row House development contains a minimum of three residential dwelling units. Each unit may be on its own lot. Parking can be located behind the residential structure or at the ground level of the building with living space located above it.

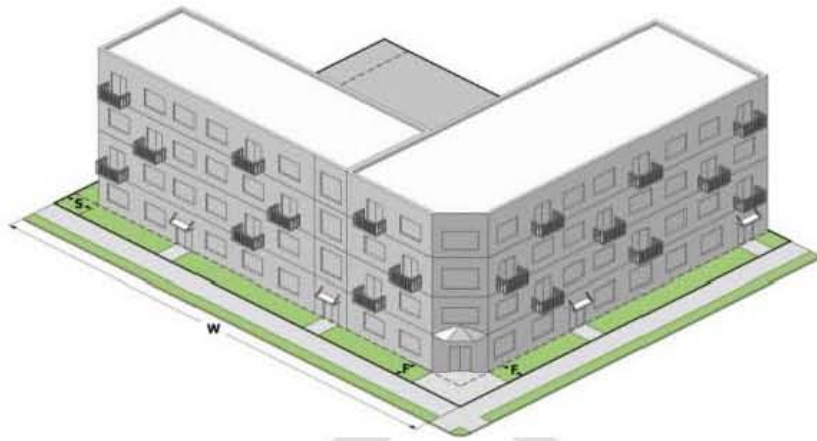
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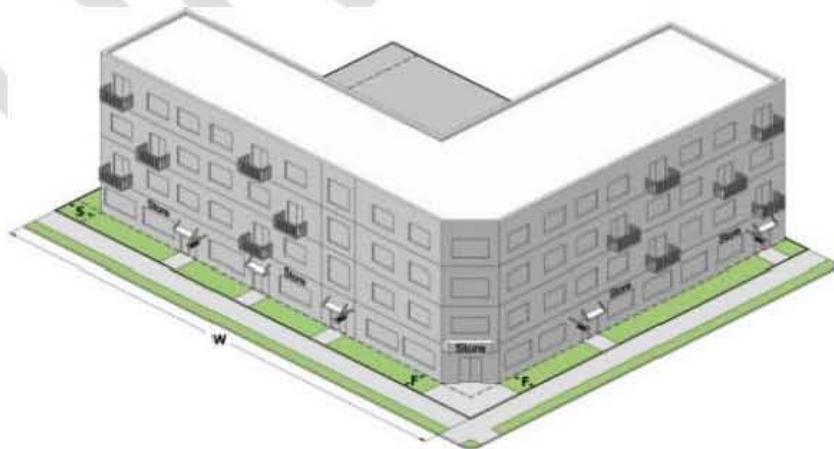
- c. Multi-Family Residential: A multi-family residential structure containing three or more dwelling units that may be arranged in a number of configurations.



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- d. Vertical Mixed Use: A multi-story building that contains a mix of commercial and/or office with residential uses.



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E. Street Types

1. Street Types Intent: The intent of identifying specific types of streets in the streetcar districts is to:
 - a. Ensure that a hierarchy of transportation is established;
 - b. Guarantee access to private property; and
 - c. Determine the appropriate manner in which buildings address streets.
2. Street Types Established: The following types of streets are hereby established. The location and applicability of Street Type regulations are shown on map 21A.27.040.C Regulating Plan Map.
 - a. Greenway Street: Streets that contain a streetcar line and stops and various types of multi-use trails. Greenway streets may provide access for pedestrians and bicycles. Automobiles are not permitted on Greenway streets.
 - b. Neighborhood Street: Neighborhood streets are intended to serve the adjacent neighborhoods and are generally considered local streets. Automobile access may be provided to each individual lot. Access to certain building forms is not permitted from a Neighborhood street unless the property only has frontage on a Neighborhood street.
 - c. Pedestrian Street: Pedestrian streets are those streets that are designed to accommodate a high number of pedestrians. Automobile access to private property may be permitted. Pedestrians are the priority.
 - d. Access Street: Access streets are designed to provide automobile and service access in a manner that balances the needs of automobiles and pedestrians.

F. Specific Intent of Regulations

1. Building Form Standards:
 - a. Encourage building forms that are compatible with the neighborhood and the future vision for the neighborhood by acknowledging there will be different scaled buildings in the area;
 - b. Arrange building heights and scale to provide appropriate transitions between buildings of different scales and adjacent areas, especially between different sub-districts.
 - c. Guide building orientation through setbacks and other requirements to create a consistent street edge, enhance walkability by addressing the relationship between public and private spaces, and ensure architectural design will contribute to the character of the neighborhood;
 - d. Use building form, placement, and orientation to identify the private, semi-private, and public spaces;
 - e. Minimize the visual impact of parking areas; and
 - f. Minimize conflicts between pedestrians, bicyclists, and vehicles.

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2. Design Related Standards:
 - a. Implement applicable master plans;
 - b. Continue the existing physical character of residential streets while allowing an increase in building scale along identified types of streets;
 - c. Arrange buildings so they are oriented towards the street or the greenway in a manner that promotes pedestrian activity, safety, and community;
 - d. Provide human-scaled buildings that emphasize design and placement of the main entrance and exit of the building on street facing facades;
 - e. Provide connections to transit through public walkways;
 - f. Provide areas for appropriate land uses that encourage use of public transit and are compatible with the neighborhood, and
 - g. Promote pedestrian and bicycle amenities near transit facilities to maximize alternative forms of transportation.
 - h. Screening: All building equipment and service areas, including on grade and roof mechanical equipment and transformers that are readily visible from the public right of way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact, or enclosed as to appear to be an integral part of the architectural design of the building.

G. Building Form Standards

1. The provisions of this section shall apply to all properties located within the FB-SC and FB-SE zoning districts as indicated on the map in subsection C above.
2. Building form and street type standards apply to all new buildings and additions when the new construction related to the addition is greater than 25% of the footprint of the structure or 1,000 square feet, whichever is less. Refer to section 21A.27.040.H for more information on how to comply with the Building Configuration Standards. The graphics included provide a visual representation of the standards as a guide and are not meant to supersede the standards in the tables. Only building forms identified in the table are permitted.
3. Streetcar Core Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District.

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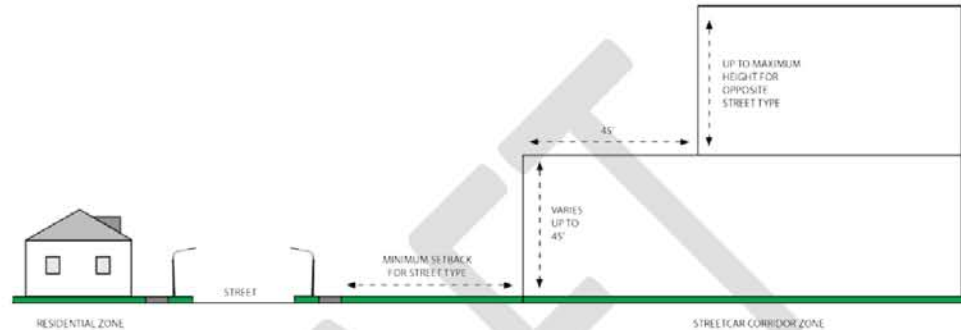
Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District

			Building Form		
Building Height and Placement			Multi-Family Residential	Mixed Use	Store Front
H	Height (per street type) measured from established grade	Greenway	Minimum of 2 stories. Maximum of 45 feet.		
		Neighborhood	No minimum. Maximum of 45 feet.		
		Pedestrian	Minimum of 2 stories. Maximum of 105 feet.		
		Access	Minimum of 2 stories. Maximum of 105 feet.		
	Special Height Provisions for multiple frontage properties		For properties that have frontage on multiple streets type with different maximum height requirements, the lower of the maximum heights applies to a horizontal measurement equal of the lower of the two heights measured from the building setback. See illustration below.		
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.		
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.		
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.		
		Access	Minimum of 15 feet. Maximum of 25 feet.		
B	Required Build-To		Minimum of 50% of any street facing façade shall be built to the minimum setback line		
S	Interior Side Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.		
R	Rear Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.		
I	Minimum Lot Size		4,000 square feet; not to be used to calculate density		
W	Minimum Lot Width		50 feet		

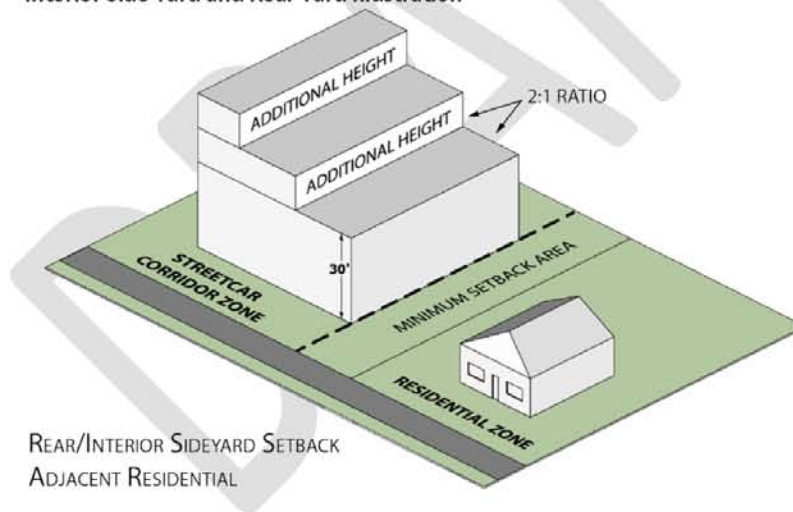
This is a draft document the purpose of which is to provide people with something to comment on. Based on feedback, best practices, construction realities, etc., the draft will be modified.

DU	Dwelling Units per Building Form	No minimum or maximum
BF	Number of Building Forms per Lot	One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.

Special Height Provision for Multiple Frontage Properties Illustration



Interior Side Yard and Rear Yard Illustration



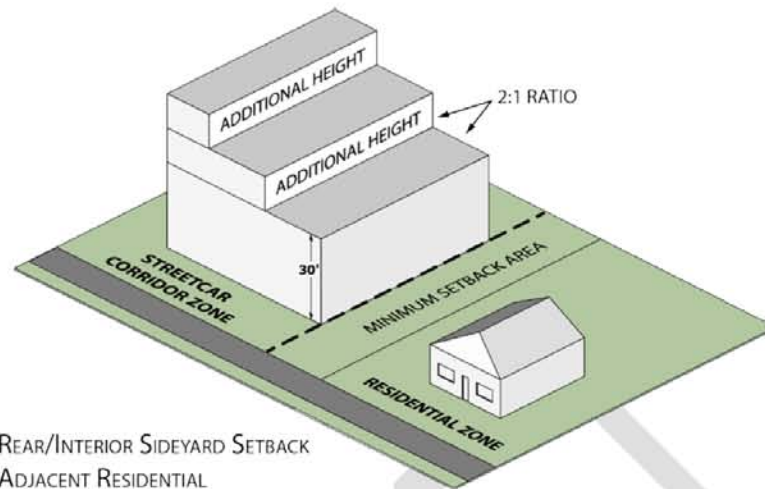
4. Streetcar Edge Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.4 Building Form Standards Streetcar Core Sub-District.

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Table 21A.27.040.G.4 Building Form Standards Streetcar Edge Sub-District

			Building Form			
Building Height and Placement			Row House	Cottage Development	Multi-Family Residential	Mixed Use
H	Height (<i>per street type</i>) measured from established grade	Greenway	Maximum of 45 feet.			
		Neighborhood	Maximum of 45 feet.			
		Pedestrian	Maximum of 45 feet.			
		Access	Minimum of 2 stories. Maximum of 45 feet.			
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.			
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.			
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.			
		Access	Minimum of 15 feet. Maximum of 25 feet.			
B	Required Build-To		Minimum of 50% of street facing façade shall be built to the minimum setback line			
S	Interior Side Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.			
R	Rear Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.			
I	Minimum Lot Size		4,000 square feet; not to be used to calculate density			
W	Minimum Lot Width		50 feet			
DU	Dwelling Units per Building Form		No minimum or maximum			
BF	Number of Building Forms per Lot		One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.			

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REAR/INTERIOR SIDEYARD SETBACK
ADJACENT RESIDENTIAL

5. Streetcar Design Standards: Design standards are listed below in Table 21A.27.040.G.5 Design Standards for all streetcar sub-districts.

Table 21A.27.040.G.5 Design Standards for all Streetcar Sub-Districts



Standard	All Building Forms
Building Entry	Minimum of one building entry per street frontage. An additional entry feature is required for every 75 feet of building wall adjacent to an established street. Side entries for multiple dwelling unit buildings are permitted provided there is at least one primary entrance facing a public street.
Pedestrian Connections	Pedestrian access to public walkway is required.
Ground Floor Transparency	Minimum of 60% of street facing façade, located between two and eight feet above the grade of the sidewalk, shall be transparent glass. This may be reduced to 30% if ground floor is occupied by residential uses.
Open Space	A minimum of 10% of lot area shall be provided for open space. Open space may include landscaped yards, patios, dining areas, balconies, rooftop gardens, and other similar outdoor living spaces. Required parking lot landscaping or perimeter parking lot landscaping shall not count towards the minimum open space requirement.
Upper Level Outdoor Space	All street facing residential units above the ground floor shall contain a usable balcony that is a minimum of four feet in depth. Balconies may overhang any required yard.
Building Façade Materials	A minimum of 70% of the ground floor of any street facing building facade shall be clad in glass, brick, masonry, textured or patterned concrete, metal, wood, or stone. Other materials may count up to 30% of the street facing building façade

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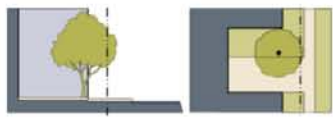



H. Building Configuration Standards Defined:

The building configuration standards are defined in this section. The defined standards in this section are intended to identify how to comply with the building configuration standards listed in the above tables:

1. Building entry: An entry will be considered to be the main entrance to a building intended for pedestrian use. Minimum of one main entry with an entry feature facing a public street or walkway. Buildings that front a public street and the streetcar corridor shall have one entry facing a street and one entry facing the streetcar corridor. Multi-family unit buildings shall have a minimum of one main entry with porch or stoop for at least one of the dwelling units facing a street. The main entry for the second dwelling unit may face the street, streetcar corridor, or side yard but also must have a porch or stoop entrance. Where required, the building entry must be one of the following:
 - a. Door on the same plane as street or streetcar facing façade.
 - b. Recessed Entry: Inset behind the plane of the building no more than 10 feet. If inset, then the sidewalls of the inset must be lined with clear glass if a commercial use. Opaque, smoked, or darkened glass is not permitted.
 - c. Corner Entrance: Entry that is angled or an inside corner located at the corner of two intersecting streets. If a corner entrance is provide, it shall count as being an entrance on both streets.
 - d. Encroachments: a permitted entry feature may encroach into a required yard provided no portion of the porch is closer than five feet to the front property line.
 - e. The following building entries are permitted as indicated:

Entry Feature permitted based on Building form type	Cottage Development	Row House	Multi-Family	Vertical Mixed Use	
Porch and Fence: A planted front yard where the street facing building façade is set back from the front property line with an attached porch that is permitted to encroach into the required yard. The porch shall be a minimum of six feet in depth. The front yard may include a fence no taller than three feet in height.	P	P	P		
Terrace or Lightwell: An entry feature where the street facing façade is setback from the front property line by an elevated terrace or sunken lightwell. May include a canopy or roof.	-	P	P	P	

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Forecourt: An entry feature wherein a portion of the street facing facade is close to the property line and the central portion is set back. The court created must be landscaped, contain outdoor plazas, outdoor dining areas, private yards, or other similar features that encourage use and seating.	P	P	P	P	
Stoop: An entry feature wherein the street facing facade is close to the front property line and the first story is elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance contains an exterior stair and landing that is either parallel or perpendicular to the street. Recommended for ground floor residential uses.	P	P	P	P	
Shopfront: An entry feature where the street facing facade is close to the property line and building entrance is at sidewalk grade. Building entry is covered with an awning, canopy, or is recessed from the front building facade, which defines the entry and provides protection for customers.	-	-	P	P	
Gallery: A building entry where the ground floor is no more than 10 feet from the front property line and the upper levels or roofline cantilevers from the ground floor facade up to the front property line.	-	-	P	P	

2. Pedestrian Connections: When provided, the following pedestrian connection standards apply:
 - a. The connection shall provide direct access from any building entry to the public sidewalk, streetcar corridor or walkway.
 - b. The connection shall comply with American with Disabilities Act (ADA) standards for accessibility.
 - c. The connection shall be fully paved and have a minimum width of four feet.
 - d. The connection shall be separated from vehicle drive approaches and drive lanes by a change in grade and a wheel stop or curb if the walkway is less than eight feet wide when feasible
 - e. Pedestrian connections that lead directly from the sidewalk to the primary building entrance may contain wing walls, no taller than two feet in height for seating, landscaping, etc.

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3. Ground Floor Transparency: When provided, the ground floor transparency standards apply:
 - a. There must be visual clearance behind the glass for a minimum of six feet. Three-dimensional display windows at least six feet deep are permitted and may be counted toward the 60% glass requirement.
 - b. Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment.
 - c. The reflectivity in glass shall be limited to 18%.
 - d. The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front facade, shall comply with these standards.

I. Cottage Development Standards:

1. Setbacks between Individual Cottages: All cottages shall have a minimum setback of eight feet from another cottage.
2. Footprint: No cottage shall have a footprint in excess of 850 square feet.
3. Building Entrance: All building entrances shall face a public street or a common open space.
4. Open Space: A minimum of 250 square feet of common, open space is required per cottage up to a maximum of 1,000 square feet. At least 50% of the open space shall be contiguous and include landscaping, walkways or other amenities intended to serve the residents of the development.

J. Design Standards Alternatives:

1. Alternatives to the minimum setback. Where a minimum setback standard applies, the following alternatives may count towards the minimum setback requirement as indicated.
 - a. Landscaping walls: landscaping walls between 24 inches and 42 inches high may count toward 25% of the minimum requirement provided the following:
 - 1) The ability to sit on the wall is incorporated into the design.
 - 2) The wall is constructed of masonry, concrete, stone or ornamental metal.
 - 3) The wall maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
 - b. Pergolas and trellis: Pergolas and trellis may count toward 25% of the minimum build to requirement provided the following:

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- 1) The structure is at least 48 inches deep as measured perpendicular to the property line.
 - 2) A vertical clearance of at least eight feet is maintained above the walking path of pedestrians.
 - 3) Vertical supports are constructed of wood, stone, concrete or metal with a minimum of six inches by six inches or a radius of at least four inches.
 - 4) The structure maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
- c. Arcades: Arcades may count up to 100% of the minimum requirement provided the following:
- 1) The arcade extends no more than two stories in height.
 - 2) No portion of the arcade structure encroaches onto public property.
 - 3) The arcade maintains a minimum pedestrian walkway of four feet.
 - 4) The interior wall of the arcade complies with the Building Configuration standards.
- d. Plazas and Outdoor Dining: Plazas and outdoor dining areas may count towards up to 50% of the minimum requirement:
- 1) The plaza or outdoor dining is between the property line adjacent to the street or the streetcar corridor and the street facing building façade.
 - 2) Shall be within two feet of grade with the public sidewalk.
 - 3) The building entry shall be clearly visible through the courtyard or plaza.
 - 4) The building facades along the courtyard or plaza shall comply with the Ground Floor Transparency requirement.
2. Alternatives to the ground floor transparency requirement: The Planning Director may modify the ground floor transparency requirement in the following instances:
- a. The requirement would negatively impact the historical character of a building;
 - b. The requirement conflicts with the structural integrity of the building and the structure would comply with the standard to the extent possible.
- K. Landscaping:**
- All required front yards or areas between a street facing building façade and a street shall be landscaped and maintained as landscaping. Plazas, courtyards, and other similar permitted features count towards the landscaping requirements.
1. Park Strip Landscaping: Park strip landscaping shall comply with section 21A.48.060 of this Title. Outdoor dining, benches, art, and bicycle racks shall be permitted in the park strip subject to City approval.

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2. Landscaping in Required yards: Where a front yard or corner side yard is provided, the yard shall be landscaped and maintained in good condition. The following standards apply:
 - a. At least one-third (1/3) of the yard area shall be covered by vegetation, which may include trees, shrubs, grasses, annuals, perennials, or vegetable plants. Planted containers may be included to satisfy this requirement.
 - b. No vegetation shall block the clear view at any driveway or street intersection and shall not exceed 30 inches in height.
 - c. Asphalt as paving material located in a front yard or corner side yard is prohibited.
3. Parking lot landscaping: Surface parking lots with more than ten parking stalls shall comply with the following requirements:
 - a. Perimeter Landscaping Buffer. A seven foot wide perimeter landscaping buffer is required. The buffer shall be measured from the property line to the back of curb or edge of asphalt.
 - b. The landscaped buffer shall comply with Table 21A.48.070.G Required Perimeter Parking Lot Landscaping Improvements.
4. Any applicable standard listed in 21A.48 Landscaping shall be complied with. Where this section conflicts with 21A.48, this section shall take precedent.

L. Permitted Encroachments and Height Exceptions:




Obstructions and height exceptions are permitted as listed in this section or 21A.36.020.

1. Canopies: Canopies covering the primary entrance or entrances to a structure may extend into the right of way provided all City processes and requirements for right of way encroachments are complied with.
2. Projecting Shade Structures:
 - a. Projecting shade structures, such as awnings, marquees, window shades, trellises, and roof overhangs, may be used to provide articulation and regulate building temperature, especially along south facing building facades. When used, a projecting shade structure may extend up to 5 feet into a required yard or over the public street.
 - b. Projecting shade structures shall not block storefront or display windows, piers, columns, pilasters, architectural expression lines, or other prominent façade features.
 - c. If used over a sidewalk or walkway, projecting shade structures shall maintain a vertical clearance of ten feet above the adjacent sidewalk or walkway.



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M. Signs:

1. Applicability: This section applies to all signs located within the FB-SC and FB-SE zoning districts. This section is intended to list all permitted signs in the zone. All signs noted below are allowed in either zoning district. All other regulations in chapter 21A.46 Signs apply.

A-Frame Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of two feet.
	Height	Maximum of three feet.
	Obstruction Free Area	Minimum of eight feet must be maintained at all times for pedestrian passage.
	Location Permitted	Private property or a public street or streetcar corridor.
Awning or Canopy Sign 	Specifications	
	Quantity	One per window.
	Width	Equal to the width of the façade or the window they are located adjacent to.
	Projection	No maximum depth from building façade, however, design subject to mitigation of rainfall and snowfall runoff, conflict avoidance with tree canopies, and issuance of encroachments permits where required.
	Clearance	Minimum of 10 feet of vertical clearance.
	Letters and Logos	Allowed on vertical portions of sign only.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Construction Sign, (see definition in 21A.46)	Specifications	
	Quantity	One per construction site.
	Height	Maximum of 8 feet.
	Area	Maximum 64 square feet.
	Location Permitted	Private property or a public street or streetcar corridor.
Flat Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of 90% of width of leasable space.
	Height	Maximum of three feet.
	Area	1½ square feet per linear foot of store frontage.
	Projection	Maximum of one foot.

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Nameplate Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Area	Maximum of three square feet.
Political Sign (see definition in 21A.46)	Specifications	
	Quantity	No limit.
	Height	Maximum six feet.
	Area	Maximum 32 square feet.
Private Directional Sign (see definition in 21A.46)	Specifications	
	Quantity	No limit.
	Height	Five feet.
	Restriction	May not contain business name or logo
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Projecting Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Area	Six square feet per side, 12 square feet total.
	Projection	Maximum of four feet from building façade.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Projecting Parking Entry Sign (see projecting sign graphic)	Specifications	
	Quantity	One per parking entry.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Height	Maximum of two feet.
	Area	Four square feet per side, eight square feet total.
	Projection	Maximum of four feet from building façade.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Public Safety Sign	Specifications	
	Quantity	No limit.
	Height	Maximum of six feet.
	Area	Eight square feet.
	Projection	Maximum of one foot.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

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 Real Estate Sign	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Height	Maximum of four feet for residential signs. Maximum of six feet for commercial signs.
	Area	Eight square feet is the maximum for residential. 16 square feet is the maximum allowed for commercial.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
 Window Sign	Specifications	
	Quantity	1 per window
	Height	Maximum of three feet.
	Area	Maximum of 25% of window area.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

N. Accessory Uses, Buildings and Structures:

1. Applicability: The standards in this section apply to all accessory uses, buildings and structures in all the FB-SC and FB-SE districts.
2. General Standards:
 - a. Specifically allowed structures:
 - 1) Residential Buildings: Garages, carports, sheds, garden structures, and other similar structures are permitted:
 - a) Accessory buildings are permitted in rear yards only. Buildings associated with community gardens and urban farms are permitted in the buildable area of any lot and any rear yard area
 - b) No accessory structure shall exceed fifty percent (50%) of the footprint of the principal structure. Garages and carports may be built to a size necessary to cover parking spaces provided all other requirements in this chapter are complied with.
 - c) Building Height: No accessory structure shall exceed 17 feet in height to the top of the ridge unless otherwise authorized in this Title.
 - d) Required Setbacks
 - I. Setbacks along Established Streets
 - a) Greenway Streets: not permitted within 15 feet of a property line.

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- b) Pedestrian Streets: Not permitted between property line and principal structure.
 - c) Access Streets: Permitted in a corner side yard provided the accessory structure is located at least 10 feet behind the street facing façade of the principal structure.
 - d) Neighborhood Street: Permitted in a corner side yard provided the accessory structure is located behind the street facing façade of the principal structure.
 - II. From side property line: A minimum of one foot.
 - III. From any rear property line: A minimum of one foot.
 - IV. From any property line: A minimum of one foot.
 - V. From the street facing plane of any principal building: A minimum of 10 feet.
- b. Fences, walls and retaining walls: The following regulations of fences and walls apply:
- 1) Fences along Established Streets:
 - a) Greenway Street: Permitted in front and corner side yard to a maximum height of three feet. Fences up to six feet in height may be located a minimum of 15 feet from the street property line. Special exceptions for additional height are not authorized.
 - b) Pedestrian Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - c) Access Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - d) Neighborhood Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - 2) Permitted materials: fences and walls may be constructed of the following materials: wood, metal, stone or masonry. Chain link, vinyl, or synthetic wood products are permitted fence materials only along interior side yards or in rear yards.
- c. Urban Agriculture structures: Hoop houses and cold frames are permitted in any yard up to a height of 24 inches.
- d. Structures not listed: Accessory structures not listed in this chapter may be

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permitted as a special exception pursuant to 21A.52. All other requirements, including location requirements found in this section shall be complied with.

O. Parking Regulations:

1. Intent: The intent of parking regulations for the FB-SC and FB-SE zoning district is to provide necessary off street parking while limiting the amount of land dedicated to parking.
2. Minimum Parking Requirements: There are no minimum parking requirements for any use in the FB-SC and FB-SE zoning districts.
3. Maximum Parking Requirement: The maximum parking requirement is equal to the minimum off street parking requirements found in chapter 21A.44.
4. Parking and Established Streets: The regulations in Table 21A.27.040.O.4 Parking and Established Streets apply to properties that have frontage on established streets.

Table 21A.27.040(O)(4)

	Greenway Street	Neighborhood Street	Pedestrian Street	Access Street
Vehicle access location	Not permitted.	Only permitted when Access Street is not accessible. One driveway per building form.	Only permitted when Access Street is not accessible.	One driveway per building form or one driveway for every 100 feet of frontage.
Driveway width	Not applicable.	Maximum of 24 feet.		Maximum of 30 feet.
Curb Radius	Not permitted.	5 feet	10 feet	20 feet
Surface Parking in Front or Corner Side Yard	Permitted if setback a minimum of 15 feet and screened.	Not permitted		
Minimum Sidewalk width	Not applicable.	10 feet		
Minimum park strip width	Not applicable.	8 feet		

5. Parking Design Standards: Other than the parking standards identified in this section, all sections of chapter 21.44 Parking shall apply.

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6. Bicycle Parking: Bicycle parking shall be as follows:
- a. Residential Uses: Three bicycle stall for every five residential dwelling units. If four or more bicycle stalls are provided, 50% of the stalls shall be located so they are available for public use.
 - b. Non-Residential Uses: Bicycles stalls for non-residential uses shall be provided as follows:
 - 1) Retail and Restaurant: One bike stall per 2,500 square feet of gross area.
 - 2) Office: One bike stall for every 1,500 square feet of gross area.If four or more bicycle stalls are provided, 50% of the stalls must be located so they are available for public use.
 - c. Bicycle Stall Design Standards: All bicycle parking stalls shall comply with the following standards:
 - 1) Each bicycle parking space shall be sufficient to accommodate a bicycle at least six feet in length and two feet wide.
 - 2) Include some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be secured using a locking device.
 - 3) Bicycle parking for public use shall be located as close to the primary building entrance as possible.
 - 4) Bicycle parking for public use shall be located within twenty five feet of a public sidewalk so parked bicycles can be seen from either a storefront window or street.
 - 5) Bicycle parking shall be illuminated when located outside of enclosed building. Illumination may be provided by lights attached to the building, lights from inside the building or from other outdoor lighting.
 - 6) A minimum five feet of clear space shall be provided around the bicycle parking to allow for safe and convenient movement of bicycles.
 - 7) Bicycle parking may be located inside of the principal building or an accessory structure that is legally located provided at least 50% of the required bicycle parking is located where it may be used by the public.

P. Permitted Land Uses:

1. Applicability: The table of permitted uses applies to all properties in the FB-SC and FB-SE

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zoning districts:

- a. Permitted Uses: A use that contains a P in the specific sub-district is permitted in the sub-districts.
- b. Uses not listed: Uses not listed are prohibited unless the Zoning Administrator has made an Administrative Interpretation that a proposed use is more similar to a listed permitted use than any other defined use. A use specifically listed in any other land use table in Title 21A that is not listed in this section is prohibited.
- c. Building Form: Uses that are included in the description of each Building Form are permitted in the sub-district where the Building Form is permitted.

Table 21A.270.040.P Permitted Uses

Use	FB-SC and FB-SE
Accessory use, except those that are specifically regulated in this chapter, or elsewhere in this title	P
Alcohol, microbrewery	P
Alcohol, social club	P
Alcohol, tavern or brewpub, 2,500 square feet or less in area	P
Animal, veterinary office	P
Antenna, communication tower	P
Art gallery	P
Bed and breakfast	P
Bed and breakfast inn	P
Bed and breakfast manor	P
Clinic (medical, dental)	P
Community garden	P
Daycare center, adult	P
Daycare center, child	P
Dwelling, assisted living facility (large)	P
Dwelling, assisted living facility (small)	P
Dwelling, cottage	P
Dwelling, group home (large)	P
Dwelling, group home (small) when located above or below first story office, retail, or commercial use, or on the first story where the unit is not located adjacent to street frontage	P
Dwelling, multi-family	P
Dwelling, residential substance abuse treatment home (large)	P
Dwelling, residential substance abuse treatment home (small)	P
Dwelling, rooming (boarding) house	P
Dwelling, single-family attached (Row House building only)	P
Dwelling, single-room occupancy	P

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Dwelling, transitional victim home (large)	P
Dwelling, transitional victim home (small)	P
Eleemosynary facility	P
Farmers' market	P
Financial institution	P
Funeral home	P
Hotel/motel	P
House museum in a landmark site	P
Laboratory (medical, dental, optical)	P
Library	P
Mixed use developments including residential and other uses allowed in the zoning district	P
Museum	P
Nursing care facility	P
Office, medical or dental	P
Office and/or reception center in landmark site	P
Open space	P
Park	P
Parking, off-site	P ¹
Photo finishing lab	P
Place of worship	P
Plazas and squares	P
Recreation, commercial (indoor)	P
Recreation, community center	P
Recreation, health and fitness facility	P
Research and development facility	P
Research facility (medical/dental)	P
Restaurant	P
Retail goods establishment	P
Retail goods establishment, plant and garden shop with outdoor retail sales area	P
Sales and display (outdoor)	P
School, college or university	P
School, music conservatory	P
School, professional and vocational	P
School, seminary and religious institute	P
Seasonal farm stand	P
Solar array	P
Store, specialty	P
Studio, art	P
Studio, dance	P
Theater, movie	P
Urban farm	P
Utility, building or structure	P

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Utility, transmission wire, line, pipe or pole	P
Vending cart, private property	P
Wireless telecommunications facility (see Table 21A.40.090.E of this title)	P

Footnotes:

1. Parking, Off-Site is only permitted on parcels that contain a principal building and shall comply with the parking requirements identified in the Building Form Standards section. No principal building shall be demolished to accommodate off-site parking. Consideration to allow off-site parking will be made when it is part of a larger cohesive development presented as one project to the City

Attachment D

Proposed Master Plan Changes

Sugar House Streetcar

Master Plan & Zoning



Proposed Master Plan Amendment (PLNPCM2012-00577)

Future Land Use Map

- Change properties near 500 East and 900 East stations to Mixed Use – High Intensity. This is an existing land use category in the Master Plan and is defined as follows (Page 2 of the existing plan):

High-Intensity Mixed Use

High-Intensity Mixed Use allows an integration of residential with business uses, typically at ground floor levels. Height limits generally include two- to four-story structures. The intent is to support more walkable community development patterns located near transit lines and stops. Proposed development and land uses within the High-Intensity Mixed Use area must be compatible with the land uses and architectural features surrounding each site.

- Change properties near 700 East station to Community Transit District. This would be a new land use category and is described below.

Community Transit District

Add the Community Transit District land use category to the Sugar House Future Land Use Plan Sugar House Development Objectives section of the plan (Page 2 of the existing plan):

Community Transit District

The Community Transit District supports the development of a localized urban center that capitalizes on close proximity to the Sugar House Streetcar corridor and arterial streets. Uses include a mix of residential, retail, commercial, and office with buildings oriented to the pedestrian environment. Building height and density is concentrated along arterial streets and is similar to the height, density, and design in the Sugar House Business District which would create two active destinations linked by transit. While being a high density area, development in the Community Transit District also respects and is compatible with the surrounding residential neighborhoods. Future public improvements should be focused on creating an interconnected and cohesive district that caters to all modes of transportation including pedestrians and cyclists.

Additional Master Plan Text

Add the following language to the Mobility, Access & the Pedestrian Experience Section of the Master Plan:

Sugar House Streetcar and Greenway Corridor

The Sugar House community has long envisioned the transformation of the Denver Rio Grande rail right-of-way into a public transit and multi-use trail corridor. In 2012, this vision came to fruition as construction began on the Sugar House Streetcar and Greenway, a two mile long transit and active transportation corridor that connects the Sugar House Business District with the north-south TRAX light rail line at 2100 South in South Salt Lake City.

In 2011, the Redevelopment Agency of Salt Lake City funded an effort to create a vision for the streetcar corridor and surrounding area. This resulted in a set of recommendations put into a report titled Sugar House Streetcar Land Use and Urban Design Recommendations. As a result of this process, the City of Salt Lake City has funded improvements to transform the streetcar corridor into a greenway that includes dedicated multi-use pathways and amenities.

Many of the recommendations stated in the Land Use and Urban Design Recommendations report that are related to the streetcar and greenway corridor itself have been implemented. There are still improvements that should be considered in the future to activate the corridor, support existing neighborhoods, and create vibrant transit oriented districts near the streetcar stops.

Policies

- Work with Utah Transit Authority (UTA) to add a neighborhood serving streetcar stop near 800 East.
- Where easements exist for automobile access within the corridor, the City should work with property owners to eliminate the easements. In the event of redevelopment of a property with an automobile access easement, all options must be explored to relocate and remove automobile access from the corridor.
- Restore the original rail line right-of-way boundaries by removing existing encroachments (structures, fences, parking, etc.).
- Streets that cross the corridor (500 East, 600 East, 700 East, 800 East, and 900 East) connect the corridor to adjacent neighborhoods; therefore, they should be developed as complete streets where feasible.
- Development along the streetcar and greenway should encourage transit and trail usage, and provide eyes on the corridor. All buildings should have entrances from the corridor, windows along the corridor, and should minimize blank walls. Seating, dining areas, and active accessory functions should be encouraged.
- Development should not overpower the corridor. Building heights should be sensitive to the open space characteristic of the corridor and allow sufficient sunlight.

- Improve the public right-of-way near the streetcar stations to enhance pedestrian and bicycle circulation. Specific projects include:
 - Work with Utah Department of Transportation (UDOT) to eliminate the right hand travel lanes along 700 East between 2100 South and the 700 East streetcar station and replace the travel lanes with on-street parking and a bike lane.
 - Widen the sidewalks within the Community Transit District and near the 500 East, 900 East, and McClelland streetcar stations to allow for a wider pedestrian thoroughfare, as well as additional space for furnishing and planting areas. One approach is to require additional front building setbacks with hardscaped front yard areas.
 - Connect Green Street to Wilmington Avenue to eliminate the dead end at the south end of Green Street.
- Analyze the feasibility of creating a beautification district within the Community Transit District to develop a program for the installation of and maintenance of street lighting, paving material, and landscaping with a common theme or pattern.
- Redevelop the City-owned open space property located at the southeast corner of 900 East and Sugarmont Drive into a transit supportive development. Redevelopment of the property should include sidewalk improvements that support a walkable and active development.

Attachment E

Public Input

Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?



All comments sorted chronologically
As of May 2, 2013, 12:03 PM

<http://www.gotdemocracy.com/> 205

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Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

Introduction

The Salt Lake City Planning Division is seeking your input on the proposed master plan and zoning changes near the Sugar House Streetcar line. The streetcar is proposed to be operational in late 2013.

All comments sorted chronologically

As of May 2, 2013, 12:08 PM

<http://www.peakdemocracy.com/1265>

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Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

As of May 2, 2013, 12:08 PM, this forum had:

Attendees: 456

Participants: 54

Hours of Public Comment: 2.7

54 participants posted comments

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Sugar House Street Car Zoning and Master Plan Amendments

What are your thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~Duncan Campbell in District 7~~

~~April 20, 2013, 8:02 AM~~

~~I think that the streetcar would be a great addition to sugarhouse, if we use it properly. Like if we substitute it for driving and take the streetcar instead, that would result in less traffic, and people travel into sugarhouse regardless of the streetcar so I don't think that it would make that area more crowded than it already is. I say put the streetcar in!~~

~~Name not shown in District 6~~

~~April 26, 2013, 3:40 PM~~

~~I oppose the idea of putting street car in Sugar House with the following reasons:~~

~~1. Sugar House is an affluent area, we don't want any more unnecessary crowds, construction and traffic mess being added to the already small streets and quite/peaceful living area.~~

~~2. Street car will just devalue property values. Imagine the noise and rattle it creates, air polution, and crimes from people who don't live in the neighborhood.~~

~~3. Salt Lake City is not New York City where it's so congested that public transportation is highly needed. Salt Lake City is a small affluent unique town, especially the east area (Foothill, East bench, Sugar House) LEAVE the way it is.~~

~~4. Unnecessary tax spending. The money can be used for improving public school system. What a waste of money putting into the street cars where it will ruin the charm of Sugar House.~~

~~Name not shown in District 7~~

~~April 23, 2013, 1:36 PM~~

~~I am strongly opposed to the plan to extend the Sugarhouse "modern streetcar" north down 11th east. This opposition is based on a number of factors: 1) 11th and 2100 South is an already congested and overused intersection. The introduction of a streetcar will only add to current congestion, 2) A line extending to nowhere, at the bottom of the hill on 17th south makes no logical sense to any larger transportation plan, 3) the logical extension is due east through the existing and future business zone and then be routed along the north side of Sugarhouse park, ideally beyond, 4) Sugarhouse arguably consists of distinct mini neighborhoods defined by 11th e, 9th e, 7th e and 2100s, 1700 s, 1300s. An introduction of a trolley line on 11th e will increase traffic on all n s side streets west (and probably east) and further divide the exiting enclaves, 5) increased traffic in these areas decrease the desirability and family presence, which is a critical dimension of the Sugarhouse neighborhood.~~

~~This is a bad idea conceived on the recommendations of some "advisory council" that obviously has no connection or interest in the odd juxtaposition of public and private space that defines the Sugarhouse experience. Please do not proceed with this hasty extension plan. As stated above, the only logical extension is to connect the transit starved east bench area to the larger city network by continuing the rail line east.....not north.....~~

Sugar House Street Car Zoning and Master Plan Amendments

What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~I think the proposed street car should continue to head East, connecting to Sugarhouse Park and hopefully beyond. With this, improved bus service on the north/south lines in the area would be of great benefit.~~

~~Name not shown in District 5~~

~~April 23, 2013, 12:07 PM~~

~~I am strongly opposed to the extension of the Sugarhouse street car north on 1100 East. I have lived just off of 1100 East (near 1300 South) now for about 12 years and one of the reasons I bought a house in this area is because it is a quiet pedestrian neighborhood where people walk and ride their bikes. The traffic on 1100 East between 1700 South and 800 South is relatively light and there is currently UTA bus service on this route with low to average ridership.~~

~~The average cost of constructing a street car line is between \$2million and \$10million per mile (see <http://www.heritagetrolley.org/artoileBringBackStreetcars7.htm>). To complete the proposed section from Sugarhouse to 9th and 9th along 1100 East (about 3 miles) would cost between \$6million and \$30million. Using the lower number of \$6million and assuming that maintenance of street car service is in line with that of bus service, the UTA could offer FREE bus service on this route for 60 years (\$100,000/year) for the same cost of putting in a street car route. More realistically, the cost of construction will be closer to \$20million. UTA could offer FREE bus service for about 200 years at that rate.~~

~~Salt Lake City Council, please end the street car line at 2100 S. and Highland and stop wasting money.~~

~~Bruce Bradley in District 6~~

~~April 23, 2013, 9:38 AM~~

~~Very weak reasons were given in the Simonsen and Luke letters promoting eastward extension of the street car line.~~

~~Actually, residence properties eastward along 2100 S. would decline in value, and many residences would gradually be replaced by transient struggling commerce, spoiling the peaceful park and neighborhoods.~~

~~Residents do not want or need a street car.~~

~~If there are public funds to burn, please spend on bike racks, bike and pedestrian safety, and security personnel in the existing Sugarhouse business district.~~

~~Name not shown in District 7~~

~~April 23, 2013, 9:23 AM~~

~~I am a former U of U student as of 2010. Having the street car go directly to a simple University connection would have been great. As well as having access to Sugarhouse Park. I love the park but driving there even though it's so close discourages me at times. Be great to have a quicker route~~

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~~there and to 21st and 21st as I frequent those businesses and in-laws live that direction (walking distance from proposed route to the east.)~~

~~Personally, I would use the east route and be disgusted if the car goes north onto 1100, Highland. The congestion is already bad in this intersection and the east route stop (I'm assuming is only a block from most of those businesses to the north.~~

~~Thank you,~~

~~John Dunbar outside Salt Lake City~~

~~April 23, 2013, 8:45 AM~~

~~I have just finished reading Mr. Simonsen's well written letter regarding the Sugar House Streetcar line extension. I wholly agree with his arguments that the line should be extended to the east to Sugar House Park and the up 2100 South.~~

~~I believe that this will be the most cost effective and most beneficial use of this line and will ultimately provide the opportunity to make this line a true asset in our pursuit of efficient, convenient, and user friendly mass transit.~~

~~Thank you Mr. Simonsen for a well thought out and reasoned presentation.~~

~~Name not shown in District 6~~

~~April 23, 2013, 7:48 AM~~

~~Ordinarily, we can count on Charlie Luke for common sense among this ship of fools (City Council), but this time, he is failing us. Sluke (Simonsen Luke combo) is as unnatural as the 2100 South trolley extension. It is a Sugar House Trolley leave it in Sugar House proper, and don't destroy what is left of 2100 South, since if a trolley goes that route, kiss any remaining nice homes on that street goodbye. No one with any sense wants to live on 2100 as it is put a trolley in and you have commercial development or slum housing take your pick ditto the area across the street from Highland High, which, in just the past few years has seen home improvements, which will soon be a thing of the past after a trolley line goes in on 2100 South.~~

~~The tennis court area of Fairmont Park is an eyesore, community garden or not. Was there any planning at all when a decision was made to bisect this park with the Boys and Girls club and then neglect the tennis area entirely? This is the perfect time to undo this mess and turn it back into a park. If that can't happen, then the people on Simpson Avenue better get used to the fact that their once quiet, albeit neglected little neighborhood is gone. The Trolley (aka Becker's Folley) will undo that the name of the game is 'transit oriented development.'~~

~~Jeff Pickett in District 7~~

~~April 23, 2013, 12:32 AM~~

~~I live in District 7 and have lived here for nearly 30 years. I drive along 2100 South every day and consequently, am very familiar with the traffic patterns along this street. With that background, I am~~

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~~greatly concerned about extending the Streetcar line beyond McClelland Street and north along 1100 East for the following reasons: (1) 1100 East is a narrow street that is already extremely congested. While a streetcar will reduce some traffic, I do not believe it would reduce traffic enough to offset the loss of one or more lanes. (2) The 2100 S/1100 E intersection is very busy. I drive through that intersection everyday during rush hour and cannot imagine how busy it would be with lane restrictions due to a streetcar line. (3) The destination serves a very limited population (2,500 students at Westminster) who need to travel a short distance to a single destination. While I recognize that there may be a need for these students, it seems like bus lines along 1100 East would be a better solution to meet their needs.~~

~~Despite these concerns, I am even more concerned with Council Member Simonsen's proposal of extending the Streetcar line east to Sugarhouse Park, Highland High, and eventually further east. I have these concerns for the following reasons: (1) While I have not seen a proposal as to the route that would be taken to extend the line from McClelland to Sugarhouse Park, it would seem to me that it would have to go along 1100 East to either 2100 South or Wilmington. For many of the reasons described above, I have concerns with the line going along 1100 East due to congestion. (2) The line would then either need to (a) go along 2100 South from 1100 East to 1300 East, which is the busiest section of 2100 South and which would limit access to those businesses along that section of 2100 South or (b) go east on Wilmington to 1300 East. 1300 East is already extremely congested and limiting a lane would further increase this congestion. (3) The stretch along 2100 South from 1300 East to 1700 East, while less congested than the 1100 East to 1300 East section, becomes incredibly congested during rush hour, particularly the westbound side with the two turn lanes that turn left (south) onto 1300 East. In addition, when there are accidents at that intersection, I have seen traffic backed up all the way to 2300 East. Having a streetcar line that takes some of those traffic lanes would further increase the congestion. (4) There are homes and a high school along 2100 South from 1300 East eastward. I worry that the children living in these homes and attending these schools will be at greater risk of accidents happening, particularly the young drivers attending Highland High. (5) I'm greatly concerned about extending the line beyond 1700 East as traffic is heavy and the streets are narrow. Particularly during the morning rush hour, there is a lot of congestion at the 21st/21st intersection because of parents taking their children to Dilworth. A streetcar will not solve those issues and will further compound them.~~

~~I recognize that the majority of my concerns relate to congestion in an already busy area and that the logical counter argument is that a streetcar will relieve the congestion. In his recent letter to the residents of District 7, Council Member Simonsen noted that there are "very few bus routes running north and south through this area, and none that run continuously east and west." I fear that we are not answering the question, "why is that the case?" The reason these bus lines don't exist is because the demand for public transportation in these areas does not exist. If the demand existed, UTA would create the necessary bus lines because they would generate a profit for UTA. Unfortunately, I fear we are living in the Field of Dreams with the mindset that "if we build it, they will come." That line of thinking is backwards. The proper line of thinking is if the demand for the services is there, we should build the line. I fear the demand is not there.~~

~~Finally, while we are no longer technically in a recession, most people are treating their personal finances as if we are in a recession. It seems to me that the prudent thing right now would be for our government to treat our tax dollars as if we were in a recession as well. Part of the money that is being spent on this is mine and I do not want my hard earned money spent making traffic in my~~

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~~neighborhood more congested than it already is.~~

Jahn Barlow in District 3

April 22, 2013, 11:05 PM

I always favor more open space, so I can hardly believe that I'm about to advocate for rezoning the open space at the Sugar House tennis courts. However, this seems like a critical corner in connecting the emerging urban corridor along the streetcar line. The reality is there is nothing of interest between 900 East and McLelland, and this stretch of Sugarmont becomes even less inviting after dark. There is plenty of open space at Fairmont Park. What this corner needs is a really well-planned mixed-use SMALL-SCALE development that will serve as a neighborhood gathering place.

If you do rezone the tennis court open space, please find another suitable location for the community garden!

~~Donald Malouf in District 7~~

~~April 22, 2013, 8:04 PM~~

~~As residents of the Highland Park area of Salt Lake City, my wife and I would like to lend our support to the streetcar route proposed by our Councilman, Soren Simonsen.~~

~~We feel that extending the route farther east than 1100 East would provide more useful connections and result in less congestion than the route north through what is already a traffic problem.~~

~~Thank you so much for you attention.~~

~~Donald and Linda Malouf~~

~~Name not shown in District 7~~

~~April 22, 2013, 6:37 PM~~

~~I am against the Sugar House streetcar running on 1100 East. I use that road frequently, and I am concerned that with the streetcar on that road, it will become a "one way only" road...or even more narrow than it already is. The area near the post office is often chaotic as it is, and the businesses near there may suffer if it is more difficult for people to drive/park at for these locations. I do not believe that the streetcar would be more functional than the UTA bus system that already runs along that road. I use that bus often and would be disappointed if it's route were disrupted or changed.~~

~~Name not shown in District 7~~

~~April 22, 2013, 6:21 PM~~

~~We are not in favor of the Sugar House Streetcar line.~~

~~We live in this neighborhood and we feel that this will take our quiet neighborhood away. This would create intrusion of our neighbor and will add more traffic congestion.~~

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~~The bus system works very nicely serving Highland and 11th East.~~

~~Name not shown outside Salt Lake City~~

~~April 22, 2013, 5:38 PM~~

~~I agree with the Mayor's proposal that the streetcar go north on 1100 East. That makes more sense to me that it would increase ridership. There is not much at 2100 south and foothill. I am a member of the SL County Bicycle Advisory Committee and have looked at cycling and alternate forms of transportation for the last few years.~~

~~Thanks~~

~~Chris Peterson~~

~~Brad Clinch in District 7~~

~~April 22, 2013, 4:47 PM~~

~~I am a resident of District 7 and fully agree with Council Member Simonsen's opinion that the streetcar should not be constructed along 11th East. That street is much too tight and busy to be able to share with the streetcar. Future expansion of the streetcar line east toward Sugarhouse Park, and hopefully further east, is by far the best choice as access to the park and Highland High would be greatly improved. Imagine the potential to reduce some of the car traffic on the Fourth of July, to mention just one benefit to the 21st south option. Thank Council Mmember Simonsen for speaking up for your constituents!~~

~~Name not shown outside Salt Lake City~~

~~April 22, 2013, 4:22 PM~~

~~Please do not put the streetcar along 1100 East. There are many local businesses this would hurt. 2100 South seems like the logical choice, the street is wider and it could connect up to Foothill. Look at the studies regarding current bus routes usage. 1100 East does not get used and 2100 south does. I work on 1100 East and would hate to see construction on 1100 East for several months. 1100 East is a walkable street, 2100 South is not.~~

~~Name not shown in District 7~~

~~April 22, 2013, 10:41 AM~~

~~I am strongly opposed to a streetcar on 1100 East or through Sugar House Square. Having a streetcar on this route would dissect the heart of Sugar House, and sever the arteries that allow access to the businesses and residences in the area. I would prefer to see the streetcar line end at Phase 1 and continue with bus service in a "hub and spoke" concept. This concept would allow for a flexible solution to address future growth and broader service to the community. I believe extending the street car line, especially on 1100 East, would urbanize and destroy what makes Sugar House an attractive neighborhood.~~

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~~I am a business owner in the path of the proposed street car. The proposed project and its ensuing construction would disrupt or eradicate my business. About 40-50% of my customers are car dependent. Losing even a few parking spots or having the entrances to available parking blocked, even for a few weeks, could highly impact people easily bringing large amounts of books to my door. This happens on a daily basis and the city needs to not disrupt that critical part of my business. 11th East buses are nearly empty going by and cause much of the traffic backup around my store. I believe we need to re-think the use of existing public transit very honestly, especially while existing construction projects are completed around the old Granite block. When that project is fully embedded into the neighborhood, the transit needs of Sugarhouse might look very differently. The proposed line, with its high price tag, should continue along 21st South to link with existing highly utilized spaces like Sugarhouse Park and Highland High School. Having a streetcar with no highly utilized destination and with such a great impact on existing businesses has no merit. Please see reason and don't waste immense resources to hurt the parts of 11th East in Sugarhouse that make it a desirable spot to visit.~~

~~Name not shown in District 6~~

~~April 21, 2013, 10:20 PM~~

~~I think that it is a great idea. The streetcar has become such an important part of travel for Utah residents especially in the Sugar House area. It helps to reduce gas emissions and traffic while promoting building communities and making it easier to get from place to place. I think that the newly proposed streetcar is a great idea and that the construction that goes along with it is worth it. The Streetcar should continue to expand into the future as well.~~

Sarah Woolsey in District 7

April 21, 2013, 8:54 PM

Sugarhouse resident Sarah Woolsey--I also advocate for open space to remain at the tennis court area. This has brought lots of interaction/community--keep it a park, garden, interactive space.

~~Name not shown in District 5~~

~~April 21, 2013, 2:35 PM~~

~~Studies show that 2100 South has one of the most highly utilized bus lines and 1100 East has one of the lowest utilized bus routes. This shows us all what the best option is. I understand Westminster is the only supporter of the 1100 East line, but they need to be realistic. 2100 South is very close to Westminster and student housing. PLEASE think about local businesses on 1100 East, they would all suffer greatly. NO STREET CAR ON 1100 EAST.~~

~~Name not shown in District 6~~

~~April 21, 2013, 2:27 PM~~

~~I would support the street car if it was self supporting, which it will never be. Having said that and knowing that the line is already being built, the best end point would be to connect to Foothill Village.~~

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~~It should be obvious to everyone that 11th east is too narrow already for a street car. I think having a sugarhouse street car is a great idea, but i just don't see it working too well. The trax on 4th south and other places cause confusion and accidents; I would never want sugarhouse to feel that chaotic and overwhelming. We already have a lot of great buses, it is very easy to get where you need to be by using public transportation. Instead of adding a streetcar we could put some of the money into our bus systems. A streetcar in sugarhouse would increase the crowded feeling that already exists in the many narrow streets.~~

~~Ben Pendleton in District 7~~

~~April 20, 2013, 1:45 PM~~

~~My name is Ben Pendleton, I am 23 years old, and I have been a resident of the Sugarhouse area for the last 5 years. In that time I have attended and had to commute to Westminster College. I no longer attend the college but I can be a voice for those students because my wife and I are now new owners of a 4 plex on 800 East and just South of 2100 South. A lot of the applicants interested in renting from me are students who attend Westminster or the U of U. So naturally this streetcar proposal has a direct interest from my wife and I by increasing the interest of current and future tenants because it would run right next to our property. In my opinion, this proposed plan TO TAKE THE STREETCAR UP 2100 SOUTH would definitely benefit the community much more than the 1100 East option, and also my current and future tenants.~~

~~1100 East is a very narrow street and the construction alone would cause a huge concern for me and other members of the community.~~

~~This could also potentially require current businesses to close or move their locations because of the expansion required to run the streetcar down 1100 East.~~

~~1100 East is an established community and mostly residential North of 2100 South. So there isn't much more room for growth as you head further north. So why would we bring more transit to areas where the growth isn't going to be?~~

~~As a new homeowner I am very excited to have a voice in the community and I am very excited about what his happening in Sugarhouse to help reinvigorate the township.~~

~~As homeowners in Sugarhouse, my wife and I are supporters of Soren Simonsen's proposal to take the street car further East.~~

~~Name not shown in District 7~~

~~April 20, 2013, 10:39 AM~~

~~Running the streetcar along 1100 East makes no sense at all. 1300 East is wider and closer to the college than 1100. In order to put it on 1100 East, the street would have to be widened, which could require tearing down some of the businesses on the street. I don't think any of the residents or business owners would like that too much.~~

~~I have lived in the area for over 40 years and like the quiet streets and small businesses. Don't~~

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~~change it now to service college students who would benefit more by having the streetcar go directly by their school, not 2 blocks away.~~

~~I agree with the plan proposed by Soren Simonsen.~~

~~Name not shown in District 6~~

~~April 19, 2013, 12:23 PM~~

~~As a resident of Sugarhouse for 20+ years, I do not feel that EITHER of the proposed routes for the Sugarhouse streetcar would be a good choice.~~

~~I chose to move to the area along 2100 South purely because of the aesthetics (the beauty of the park and mountains is unsurpassed), the sense of openness and ease of mobility. Running the tracks, wires and streetcars up and down this area would severely impact the beauty of the surroundings in a negative way, and impede one's ability to drive expeditiously. I also believe that when the aesthetics and "feeling" of an area is impacted in a negative way, property values go down, which is not good for homeowners nor the tax base.~~

~~I am also concerned about safety and security in a residential area (such as the one adjacent to Highland High, the proposed route), and have observed much unpleasantness in terms of loiterers and unsafe situations at many of the Trax stops downtown.~~

~~In addition, 2100 South is extremely crowded with traffic between 700 East and 1300 East, especially at lunchtime, rush hour, and on shopping weekends and holidays. I have experienced many near-misses with other cars simply because people are pressed for time and rushing to complete errands. Addition of a Trax line would severely impede traffic and be a huge disservice to those of us who must drive, for whatever reason.~~

~~The other proposed option, north on 1100 East would be equally bad due to already crowded conditions.~~

~~Why not investigate a 3rd option, perhaps north down 700 East? It is a wide street and could easily accommodate a Trax line.~~

~~The City of Atlanta has the best solution.....they run shuttle buses from their "MARTA" streetcar stations outward to wherever people are most likely to go.~~

~~Why not investigate that? A "hub and spoke" concept? It would be much more neighborhood friendly.~~

~~Also, I believe there used to be streetcar tracks that ran along the south edge of the area where "Sugarhouse BBQ" is located. Why not investigate whether that would be a viable option?~~

~~I realize the funding has been granted needs to be spent but please do not turn an otherwise beautiful area into a crowded, aggravating, visually ugly mess~~

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~~11th east is already too crowded and narrow with traffic congestion, especially during the winter holidays (post office). I think the line up to Sugarhouse park would be more beneficial and used by the public - students can easily walk to Westminster 2 blocks from the park area.~~

~~Name not shown in District 7~~

~~April 19, 2013, 9:08 AM~~

~~The Sugar House streetcar presents an opportunity to provide public transportation on a regional scale if it extends up 21st to Foothill. Park City commuters like myself would then be able to ride the bus, use the streetcar and leave our stinky cars in the mountains on most weekdays. Please extend the streetcar up 21st. Thanks~~

~~Name not shown in District 7~~

~~April 18, 2013, 10:55 PM~~

~~I believe that the expansion of the streetcar north on 1100 East is the best idea. This would be beneficial to the students attending Westminster College.~~

~~Ellie Pendleton in District 5~~

~~April 18, 2013, 3:43 PM~~

~~I do not want to see a Streetcar going down 11th East. That is a walking area. It is a narrow driving area. To put a Streetcar there would destroy all of the things we enjoy so much there. Let's leave Sugar House as it is. We love it. Many people are coming here because of the Small Town effect has on us all. Don't destroy what we love so much.~~

~~Jessica Steed in District 7~~

~~April 18, 2013, 11:29 AM~~

~~I adamantly oppose this streetcar line at all. If the world and the government were made of money then yes, I think a charming little train that clogs traffic and helps out a minor few achieve *their* idea of an ideal urban lifestyle would be tolerated. But as 30 million dollars is a lot of money and is paid for by hard working citizens I think the money is better spent elsewhere.~~

~~Name not shown in District 2~~

~~April 18, 2013, 8:15 AM~~

~~I believe there are positives and negatives to this. Positives are that it would help college students who don't have cars have a direct and less time consuming shot to their classes. It might also encourage walking in the area. Negatives would be adding more crowd to an already crowded area, since the Sugar House roads are so narrow. I think that if you can passed the extra squish, then it's a great idea.~~

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~~I heartily support the extension of the streetcar north on 1100 East! This would be very beneficial to the thousands of Westminster College students, many of whom do not have cars, as it would allow us access to Central Pointe (and therefore the U of U, downtown Salt Lake, the airport, and south all the way to Draper). We're a very environmentally conscious group of people, and would love to be able to contribute to decreased emissions to better the valley's air quality by riding public transportation exclusively.~~

~~Clay Pendleton in District 5~~

~~April 17, 2013, 9:22 PM~~

~~I live close to the Sugarhouse area and feel that the zoning change to perhaps allow the Street Cars to go along 11th East would make it very difficult for traffic since it's already a "Squeeze Shoot Corridor" down a very narrow passage until to you come to Highland Dr. I would be against that proposed plan and would rather see the Street Car plan go up 21st South street or better make a connection from 7th East down to Van Winkle and then South perhaps down 9th East or South down 13th East to Sandy and perhaps futher to Draper. We all know what caused most cities to get rid of their old street car systems in the first place. The Oil and rubber industries. Salt Lake at one time had a nice street car system in place but for some personal reasons was torn up and disbanded like many other cities throughtout the United States. It would have been nice to still have in use the old style street cars working here in Salt Lake City, like they have in San Francisco, and we could have had most lines already in place so now were spending money to bring it back. If we are now planing to propose where are funds will be used and where they will run lets make it available to people so they don't have to drive to a location to get on one but make it close to walking distance. This is the reason why I feel that the connection made at 7th East would be a better choice because the street car could go straight down the middle of the street. Thereby, allowing plenty of room for both sides of traffic and an easy connection hookup back to the main lines that head to the University of Utah or back to downtown areas. This makes easier access for people wanting to travel to downtown areas on light rail.~~

Name not shown in District 7

April 17, 2013, 2:14 PM

Keep the Sugarmont Tennis Courts as open space for use by the community.

I am a sugar house home owner who moved to this neighborhood specifically for it's walk-ability, locally owned businesses and it's public/green spaces. I believe that it is essential to the neighborhood "feel" to maintain as much public space as possible. If the area near the boys and girls club needs to be rezoned I strongly recommend that it become an extension of the park that is already there and provide a place for community to meet, mingle, play and relax. The boys and girls club and the open space provides huge benefits to all of society, benefits that are measurable and invaluable. The area south of 2100 south is a community of homeowners who use the green spaces on a regular basis and know the value to the health of their families and their community.

I am and have been a supporter of the street car. I have also been a member of the Sugar House Community Garden. I see the value in both maintaining quiet places for community gathering and the value in growth and renovation. Striking the right balance so that communities thrive and prosper is

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hard to achieve. This is our chance to get it right. Keep the boys and girls club and the Sugarmont Tennis Courts a place that sugar house residents can use to strengthen our community ties by keeping it as open space.

Name not shown in District 7

April 17, 2013, 1:24 PM

When the city neglected this space for 20 years, a community group took it upon themselves to create a community garden. This designated open space wouldn't be up for development consideration if the city had kept it up as tennis courts or park space in the first place. Our neighborhood has shown plenty of interest and pride in keeping this space open. Please do not remove this land from city open space inventory.

The Boys & Girls Club is an anchor for families in our neighborhood. It offers us sports, summer camps, and is a licensed day care. Rezoning this land could put their location in jeopardy and the community wouldn't let this happen quietly. Please don't rezone and put their 50-year lease with the city on the table for developers.

~~Name not shown outside Salt Lake City~~

~~April 17, 2013, 12:17 PM~~

~~I am absolutely opposed to taking the street car above 1300 East on 2100 South. Those who want to access Sugarhouse Park will be able to walk there easily by the 1100 East location. Taking the street car closer to Highland High creates an unreasonable danger to children who attend the preschool at Highland as well as many young drivers. There is a high likelihood of a crash with a street car due to the number of inexperienced drivers going to and from Highland. Further, many Highland students walk to school across 2100 South. The amount of traffic already is difficult and sometimes dangerous. Let's not make it worse.~~

~~Further up 2100 South, approximately half of Dilworth Elementary's population has to cross 2100 South to go to school. This is already dangerous enough without adding a street car to the mix. Many of the children walk to and from school and placing a street car unreasonably increases the danger for 100's of small children.~~

~~Please do not extend the line up 2100 South above 1300 East.~~

Robert A Jones in District 7

April 17, 2013, 12:04 PM

Leave the tennis courts on Simpson Ave as open space. A few years ago, the city presented a plan to fix up the tennis court area and make it part of the park. The city should be headed in that direction, not developing it for housing. Sugar House needs more open space, not less.

Lynn Schwarz in District 7

April 17, 2013, 9:23 AM

All comments sorted chronologically

As of May 2, 2013, 12:08 PM

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Sugar House Street Car Zoning and Master Plan Amendments

What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

Please do not remove the Boy's and Girl's Club and former tennis court areas from the open space inventory! We need more open space, not less.

Also, please do not allow SROs or boarding houses as a permitted use.

~~Name not shown in District 5~~

~~April 17, 2013, 5:49 AM~~

~~Why, as always, is SLC asking for input from nearby residents and businesses after its already determined (and paid) for its plan. I have a business right on the boundary of this mess, but was given no prior notice nor asked for any input until now.~~

Teddy Anderson in District 7

April 16, 2013, 8:46 PM

The new streetcar line runs along my back yard and I am thrilled to live in a city valuing and funding these projects! As many before have said, I highly value the "open space" on 900 for the community garden. ~~Let's throw a little money that way, too. And, I personally support the idea of the next phase going east along 2100 S. This would start connecting us better to the east bench, and in the mean time serve as a natural extension for getting to the park and beyond. 1100 is such a nice walking street for those wishing to venture forth from the main plaza. But as of December I am very excited to walk out my back door and take a train to the airport! Nice work, city. I appreciate your dedication and work.~~

~~Name not shown in District 2~~

~~April 16, 2013, 2:15 PM~~

~~It's really nice that there is going to be a new kind of transportation, and i support that decision because it will help people get to their destiny fast without waiting~~

Name not shown in District 7

April 16, 2013, 2:04 PM

Please leave the tennis courts as open space. They are currently being used as a community garden and it would be great to have that included in the master plan. I don't believe that we need more condo/apartment buildings. If anything more open space should be included in the proposal. We need more walk-able space in the Sugar House area to encourage people to park their cars and be a part of the community. There is the potential to develop a great neighborhood that could attract people. Think of South Street in Philadelphia, Ybor City in Tampa, many of the neighborhoods in San Francisco, or Broadway Ave in Nashville. These are neighborhoods that people are excited to visit and come back to. Salt Lake could use a bit more character; and this Trolley is a chance to develop it in the Sugar House area.

Sugar House Street Car Zoning and Master Plan Amendments

What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~I am strongly in favor of the Eleventh East option for the future continuation of the new Streetcar line. Sugar House Park will soon have the Draw to bring visitors to this beautiful but already busy and crowded park, through this new feature. Providing a transit option north along Eleventh East would be a major step in providing real mass transit access throughout the city, connecting a number of distinctive neighborhoods and smaller business districts.~~

~~Beyond providing students of Westminster College a greener way to travel within their environs (reducing both auto traffic and related pollution), the businesses in Sugar House especially along Eleventh East will gain a new source of direct and easy access to their businesses, as streetcars stop more often than Trax or trains.~~

~~The Streetcar line facilitates the neighborhood goal of making Sugar House a "destination;" by advancing that line along Eleventh East, it will be better connected to the rest of the city and better positioned to provide further mass transit options in the area. It will provide the greatest benefit for both both people and local businesses.~~

William Metcalfe in District 7

April 16, 2013, 10:46 AM

900 East is an access street and should remain an "Access Street." 900 East is an important commuting street and automobile traffic should not be impeded with the exception of the Streetcar crossing.

~~Hugh Johnson in District 7~~

~~April 16, 2013, 9:29 AM~~

~~Let me get this straight: people who live and own businesses on 1100 E will loose access to their property and businesses permanently, so students of Westminster College can have a train that goes less than 3 miles; how many students live in the Sugarhouse commons shopping center? Spending another 30 MILLION tax payer dollars to provide 3 miles of transportation to temporary residents of the area (students) a tiny sliver of the population who do not pay any taxes, is beyond ridiculous. Why not run the trax train through Federal Heights and destroy the property values of people living there, why? because that is where the city council and mayor lives. NOBODY NEEDS THIS TRAIN TO NOWHERE!!!~~

Name not shown in District 7

April 16, 2013, 9:23 AM

As a resident of the Sugar House community I would propose that the tennis courts on 900 East where the Sugar House Community Garden resides remain as open space. There are a number of multiple residence dwelling units going into the Sugarhouse area. I would not appreciate another one. Please keep the historical character of the community in mind when creating policies and selling off land for development.

Thank you for your time and consideration.

All comments sorted chronologically

As of May 2, 2013, 12:08 PM

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~~Sugar House Street Car Zoning and Master Plan Amendments~~

~~What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?~~

~~Stop the madness. Trolly is not needed. we are in hard times.~~

Name not shown in District 7

April 15, 2013, 9:05 PM

Regarding the change in zoning for the open space on 9th east currently occupied by the tennis courts and Boys and Girls Club, PLEASE keep that an open space. The city has few precious spaces left, please preserve what we have. There are many great uses for the space that could benefit the community rather than developers and business owners. The area has so much to offer, please don't commercialize it or build multi-story apartments.

~~Name not shown in District 7~~

~~April 15, 2013, 11:24 AM~~

~~As a Sugar House resident, I strongly advocate the 1100E corridor. Not only would this provide transportation to businesses along this line, it would provide public transportation for students of Westminster College. In bringing public transit to students, we cut down on the carbon emissions produced by students driving to the campus and it would help to clear our streets of the cars that park during school hours.~~

Burton Brown in District 7

April 15, 2013, 9:15 AM

I would encourage Council members to keep the Tennis Court area as Open Space. Cities everywhere are always complaining/clamoring for more open space...not less. The courts can be resurfaced and improved, and can be a destination stop for the SH Trolley. The Boys/Girls Club should stay as it will already be a destination for trolley riders. The courts have been in blight condition for decades, and the city has already spent \$60K investigating court improvements, so the plans to improve the courts already exist, and would merely need implementation. Parks and recreation are indeed factors that increase ridership of public transportation. I would also add that the homes along Simpson Ave currently have no back neighbors, which is an attraction and, for many, the reason they moved to this street. By adding some apartment, condo or whatever, you will totally change the nature of the neighborhood. The Boys/Girls Club is heavily used and desired by the community, so why change that? A friend also pointed out that the only reason this Open/Park space is even being considered today is because the city has neglected the tennis courts for decades, and allowed it to fall into disrepair. If it had been maintained, and kept up, it would already be an active part of the community as a court, and as such, it would not be under consideration for a zone change.

~~Stephanie Codinez outside Salt Lake City~~

~~April 14, 2013, 9:21 PM~~

~~This is a great idea, it would even make more sense for the trax to connect to the university red line~~

All comments sorted chronologically

As of May 2, 2013, 12:08 PM

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Sugar House Street Car Zoning and Master Plan Amendments

What are you thoughts on the on the proposed master plan and zoning changes near the Sugar House Streetcar line?

~~this way students can get to where they need to go.~~

~~Nick Raoux in District 5~~

~~April 13, 2013, 12:02 PM~~

~~Although the burden of building a new TRAX line up 1100 E seems like a logistical nightmare, the people it would benefit outweighs any other alternative. The money spent in bringing the TRAX line up 1100E would bring great benefit to the community of Sugarhouse by helping the students of Westminster College (who are the most likely to use this line) and by bringing economic prosperity to the local businesses on 1100 E all the way up to 9th and 9th.~~

~~It makes the most sense to connect the Trax with the University line, fully connecting the Salt Lake Valley with a reliable means of transportation. Giving the students of Westminster College a means of transportation to and from downtown would benefit this entire state. The UTA busses are impractical in the winter, and unreliable year round. Please, consider the benefits and overall logic of bringing the TRAX line up 1100E.~~

~~Sincerely,~~

~~Concerned Sugarhouse Citizen.~~

Sugar House Streetcar

Master Plan & Zoning



Responses to Public Comments

Comments Received from November 2012 – March 2013

1. Building heights are seldom eight stories although allowed but straight up should not be allowed - terraced better
Response: Buildings are required to be stepped back from all existing residentially zoned properties.
2. How are you going to screen parking (and keep it secure)?
Response: There is no requirement to screen parking. Property owners can secure the parking if they so choose.
3. Complete streets = wide sidewalks.
Response: Yes, wider sidewalks and park strips have been incorporated into the revised draft.
4. Do we really want to integrate non-conforming existing uses or encourage development into pedestrian oriented development?
Response: The current Zoning Ordinance allows for continuation of non-conforming uses subject to certain provisions. Non-conforming uses will be allowed to continue, but hopefully there will be an incentive to comply with the proposed zoning.
5. "Orient development towards the transit corridor" what about Elm and other single family homes bordering corridor?
Response: Existing residences will not need to be oriented towards the corridor. All new development will need to be oriented to the corridor to open it up.
6. Allow building expansion if low rise to cover more area in back to discourage monster home proposals.
Response: Development standards are in place to limit building heights, setbacks and lot coverage.
7. Do you want to screen corridor from the streets or just adjacent single-family homes?
Response: The corridor is designed to be open on both sides. However, all residential uses are allowed to have privacy fences at the rear of their property if they so choose.
8. Who pays for the utility pole removal and replacement with other lights?
Response: Not sure what this comment is directed towards. Lights within the boundaries of the corridor are being modified as part of the construction of the streetcar. If a new project wanted to modify they lights, they would be responsible for the costs.

9. Unbroken street walls should be angled to decrease noise reflection and rule should be flexible enough to encourage restaurants and similar uses. Cut outs for sitting under awnings, etc.
Response: Articulation is required on all building walls. In addition, only 50% of the front façade is required to be built at the front setback line. The remainder of the building can be set back to accommodate restaurants or similar uses.
10. Mostly windows on all walls.
Response: The ground floors of all buildings need to have a minimum transparency requirement.
11. Parking plan is needed because parking on Highland south of 2100 South may be removed and a parking district may be needed. Parking meters should be outlawed.
Response: A transit oriented development zone encourages pedestrians to utilize the area. Allowing large expanses of parking defeats the purpose of a transit oriented district. The Zoning Ordinance cannot regulate parking meters.
12. Distinctive architecture?
Response: Standards for building design are part of the proposed zoning regulations. They do not go as far as to dictate exactly what needs to be built, but provides more flexibility.
13. Garage rule should be more flexible since most of area is multi level/above the street. Front porch does not need to be a prominent feature but should be encouraged.
Response: Not sure what garage rule is being referred to. Parking is intended to be away from the sidewalks and streets and placed behind buildings, but recognize that may occur off sidewalks as part of some residential development. Front porches should be a prominent feature to encourage a more pedestrian friendly environment.
14. Permitted building forms Multi-Family Residential, store front and vertical mixed use buildings create an uninviting area that is not compatible with Complete Streets.
Response: The building forms are standard in any form based code. Form based codes are designed to be complete streets.
15. They should be terraced at a minimum and using other methods so that they don't create a Soviet style/projects architecture. The higher buildings should be respectful of neighboring residents regarding views and sunlight.
Response: Standards are included which require additional setbacks and step backs from existing residential districts.
16. Standards should apply for all new structures if they go outside a standard line (height viewed from neighbors etc.) and not wait for greater than 25% additions.
Response: The standard has been modified to include all new construction and additions when the construction related to the addition is greater than 25% of the footprint or 1,000 square feet, whichever is less.

17. Height allows 28 feet, which can create a monster home with the second floor windows destroying the privacy of adjacent single-family homes/backyards - it can create a guard tower effect. 40 feet after step back still creates a guard tower effect.
Response: The heights allowed are typical of most current zoning districts in the City. These districts are unique in that they require the additional setback when a certain height is constructed.
18. Setback/side yard of for feet is too small for new projects. Fire hazard if not at least 10 feet. Adjacent structure insurance cost will go up.
Response: This is a typical side yard setback in most zoning districts. When new properties with streetcar zoning are built next to other residential districts, the minimum side yard setback is 15 feet.
19. Rear Yard 20%-5% lot depth seems to be encouraging higher structures, which could hurt adjacent, single family homes.
Response: This is a typical minimum rear yard requirement.
20. Upper level step back should start at 28-foot step back plus one foot. Difference of a 40 foot building is 12 feet step back vs. a 40 foot step back. That is a big difference for single-family homeowners.
Response: The upper level setback in the areas next to most of the established residential district has been increased to a 2:1 ratio to increase the setback.
21. Parking should not required more in/out curb cuts that increase traffic hazards for bicyclists and pedestrians and vehicles.
Response: There is no minimum parking requirement in this zoning district.
22. Pedestrian connection - how is direct pedestrian access to public walkways available in high-rises?
Response: All new developments will be required to provide a pedestrian connection through the property to the public right-of-way to create a pedestrian friendly environment.
23. Ground floor transparency should be 60% minimum, not less for residential uses. The two to eight feet can it be full height glass wall? What about decorative glass/stained glass? Glass blocks, frosted glass? Options?
Response: Minimum transparency is required for commercial and office mostly for safety and security. Optional glass would be allowed for residential uses if requested.
24. The proposed new zoning is generally (at least between 600-700 East) not adjacent to single-family homes (although across the street). In addition, most of the proposed zone is at a node (2100 South and 700 East) that should have much higher development. The maximum height of 40 feet seems to be too limiting. The height of the building could easily go higher (with step backs/terracing) without impacting single-family homes. The area on 700 East is begging for much greater development.
Response: The area near 700 East and 2100 South has been intensified and the heights increased up to 105 feet. The upper level setbacks are applicable for this area too.

25. Setbacks should be greater than 15 feet to encourage wider sidewalks.
Response: The minimum setback in the proposed zoning is in addition to leaving an area in front of the properties available for a sidewalk and park strip. The goal is to have approximately 25 feet in front of each development.
26. Due to the rare potential for world class development at the 700 East and 2100 South node, a separate design area plan should be attempted. Easy freeway access, major efficient streets and central location should be used to develop the area into a destination area with higher buildings and limit the potential for big box stores. (new zoning would appear to allow it)
Response: The zoning has been adjusted to allow for taller developments in this area. The property in and around that area have also joined together and hired an architect to look at creating a master plan for their properties.
27. Again, parking lot/driveway cuts should be reduced to decrease pedestrian/bicyclist/vehicle hazards.
Response: Parking is encouraged to be located behind buildings with a few common entrances to reduce impacts to those on the sidewalks or on the street. The Transportation Department will have the final say on new driveway curb cuts.
28. High traffic node buildings should not have residential uses on the ground floor but should encourage pedestrian inviting uses like stores/restaurants/offices. Glass should be 60% minimum.
Response: There is no requirement for ground floor residential. However, standard building practices would locate the residential on the upper floors. Ground floor space is more valuable as commercial space.
29. Change of building wall plane should be greater/design for eye candy potential.
Response: The requirement is already in the zoning to offset building walls.
30. Consider allowing higher heights for a public garden/walkway/gathering spot = more than 10%. Open space should be public to encourage pedestrians and provide more customers/riders for the streetcar.
Response: 10% open space is a common amount. It should be noted that this is typically private open space for the use of the occupants of the building. Additional public open space is also encouraged.
31. Building Configuration Standards Defined - 1 - Two-family dwelling unit buildings design standard look pretty bad (see south of I-80 on 700 East is a six plus lane major thoroughfare and buildings should not waste space on residential only buildings. It discourages pedestrians, streetcar ridership and limits the ability to create a destination that would make the streetcar a success. In addition, two family dwelling units increase the need for curb/parking lot in and out and increase pedestrian hazards.
Response: The use is allowed, but in all likelihood, development along 700 East would be commercial.

32. The garage/Pep Boys is a valuable and well visited store and plans should protect what would normally be discouraging to pedestrians.
Response: Retail uses are an allowed use. The garage portion would become a non-conforming use; however it can continue to operate until they decide to leave. They will not be forced out with the proposed zoning.
33. I don't understand how/why shop front and gallery (and the residential buildings) actually encourages pedestrians. The street facing façade should be away from the property line to create a wider and more inviting sidewalk. Is 10 feet enough - it should be minimum.
Response: Wider setbacks, sidewalks and park strips have been incorporated.
34. Minimum width of four feet is not wide enough.
Response: Wider setbacks, sidewalks and park strips have been incorporated.
35. Visual clearance behind glass for six feet? How does this work for restaurants?
Response: This requirement is to have visibility into the building for a minimum of six feet from the building. It works fine for restaurants to have seating in this area.
36. Clear windows - How about the new technology frosting/window opaque controls, also shading to decrease bright sun shining into facility that bothers potential customers. Reflectivity is good but window treatments can also decrease blinding light reflections. Window treatments can provide an inviting atmosphere for customers/diners/etc.
Response: Businesses can add window treatments for sun glare.
37. There should be a simple appeal process to allow problems to be solved as they become known.
Response: The existing Zoning Ordinance allows for Zoning Interpretations according to the existing procedures. It would be applicable in this zoning district.
38. I am not sure how F3 d would work with some of the older buildings in the Sugar House area (NE corner of 2100 South and 1100 East). Changes should prioritize expanding sidewalks over window size. H2 alternatives seem to acknowledge this.
Response: The northeast corner of 2100 South and 1100 East is not part of the rezoning request.
39. Upper floor balconies might work if they extend over the sidewalk but should not be over skinny (non complete streets compliant) sidewalks and they should not be over a walkway if higher than two stories. Higher balconies should only be on step backs.
Response: Cantilevered balconies or projections would not be allowed to extend past the minimum setback. They would need to be stepped back by default.
40. Arcades should have a walkway wider than four feet.
Response: The minimum is four feet. They can always be wider if a developer chooses to do so.
41. Landscaping should be allowed to have inviting sitting areas that count as landscaping. If an inviting outdoor dining and gathering spot is created, landscaping should not be the limiting factor.
Response: Seating walls are encouraged in the proposed zoning.

42. Park Strip Landscaping seems to fight the widening of sidewalks.
Response: The minimum has been increased to make them work together.
43. Canopies should be allowed to have a border with the name of the business to encourage awnings/canopies to help pedestrians avoid inclement weather.
Response: The draft has always allowed for letters and logos on the vertical or border of the sign.
44. A-frame signs should not be allowed because they impede pedestrians/bicyclists. Five feet is not enough space for pedestrians.
Response: The clear space has been changed to eight feet to be consistent with the standards for the downtown zoning districts.
45. Awnings or canopy signs should be allowed to be more than four to cover as much of the sidewalk as possible.
Response: Awnings and canopies will be allowed to extend as much as possible for an encroachment is required.
46. Political signs should also be limited because they do not invite the long term customer loyalty and traffic.
Response: Political signs cannot be limited on private property.
47. There should be a limit on public safety signs. The more signs, the less inviting the neighborhood. And there is the implication that the area is not safe.
Response: Public safety signs are regulated by the Transportation Department. Zoning regulations cannot restrict their number, size or location.
48. The real estate sign should be a smaller maximum size/area.
Response: The dimensions were made consistent with the Zoning Ordinance for residential and commercial signs.
49. Fences should be allowed to be bigger to separate new buildings from single-family homes.
Response: Fences are allowed at a standard height. Additional height can be requested.
50. Fences along the streetcar corridor should be allowed to be higher for noise plus reasons.
Response: Taller fences at the rear of properties would defeat the purpose of having the corridor open. The streetcar travels at a much lower speed than TRAX.
51. Safety issue: chain link should be required near pedestrian crossings (to stop surprise runovers by streetcars).
Response: This would be an issue for UTA to address if they feel that safety is a concern. The zoning would not be able to regulate it.
52. Detached Dwelling Units (permitted with the Townhouse building form) should require more analysis. Although SLC has approved ADU within four blocks of rail, the Sugar House area should double-check the requirements.
Response: Not sure what this comment is stating.

53. There should be minimum parking requirements paid or free to decrease parking impact on nearby residential neighborhoods.
Response: There is no minimum parking required in this zoning designation. Parking can be provided by the commercial businesses, but there is a maximum allowed.
54. Bicycle parking should be more than 1 stall per 5 dwelling units if SLC is committed to encouraging bicycle use. Non-residential goal should be 1 for much less than 500 square ft. (A restaurant could seat 4+ bicyclists in 100 sq. ft.) More than 5% of the parking should be located to be available to the public. Unless SLC is going to step up and install a lot of bike racks.
Response: Bicycle parking was modified in the draft presented to the public in the spring.
55. Uses of a non-permitted project/building should be run through SHCC first for advice and public notification.
Response: There are certain types of development that the Community Council is provided notice about. They are welcome to provide comments when they are notified of a project.
56. Alcohol, tavern or brewpub, 2,500 square feet or less should be modified to allow several and/or larger establishments to help create a destination area.
Response: All uses related to alcoholic beverages are consistent with state law.
57. There should be limits on group homes and/or assisted living facilities and/or substance abuse treatments homes and/or funeral homes (especially with a crematorium) in order to maximize the uses that attract pedestrians.
Response: Some uses such a group home or substance abuse treatment facilities cannot be restricted by zoning. Other uses will be considered to be permitted or not in a future revision.
58. Also there should be limits on uses that are essentially vacant for most of the week such as places of worship (although they may provide homeless shelter needed for area).
Response: Federal law prohibits cities from prohibiting religious institutions as a use.
59. Seasonal farm stand/cart should be allowed all year. Food carts should have areas away from restaurants and should have shelter/awnings for cover of patrons.
Response: The uses are not feasible to be operational all year. Very few would operate in the winter months.
60. Wireless telecom facility and other uses should not create RF and other radiation that interferes with or affects adjacent uses.
Response: These items cannot be addressed by zoning regulations.
61. An urban farm does not create a large 18-hour day pedestrian destination area compared to other uses.
Response: Urban farms are permitted in all residential districts.
62. There should be no new drive through or car oriented businesses that will result in idling.
Response: Automobile oriented uses are not allowed in this zoning classification.
63. All residents and businesses within 300 feet of the rezone should be notified to comment to the City and/or the SHCC.
Response: All those required to be notified will be notified of all public meetings relating to this project.

64. Should be changed so that private open spaces do not count as public landscaping requirements. One Community Council member (unknown) made a great point that public open spaces and private open spaces should be completely separate issues.
Response: This issue has been raised and we are looking at having two separate requirements.
65. Cottage development standards: is 850 square feet too small?
Response: 850 square feet is the footprint of the building. A basement or second story could be added.
66. Do we really want SRO's or boarding houses?
Response: The city cannot restrict or limit certain types of housing options.
67. Opposes building step back above first level.
Response: We feel the step back is essential to creating new development that is compatible with existing development.
68. Keeping the "build-to" line of the building closer to the street up to the second level reinforces the "continuous street wall" concept in the zoning purpose statement, and is important to create the ideal street width to height ratio as noted previously. According to the table below, created by Reid Ewing in "Pedestrian and Transit-Friendly Design," there are some varied standards to measure this. Though there is much variation, they all seem to acknowledge that a ratio closer to 1:1 is ideal. In terms of applicability to the FB-SC1 and FB-SC2 zone having 30' of building height to a typical minimum public right of way of 66 feet is 0.5:1 and already less than ideal. Wider streets like 700 East become even more challenging. By stepping back above Level 1 this less than ideal ratio is diluted further.
Response: Due to the nature of the existing residential areas adjacent to this proposed zoning designation, we have mandated that the upper level step backs are located next to the residential and not adjacent to the major streets.
69. Transect Codes Council sets minimum building height for very urban centers at a minimum of two stories. Sees a three-story minimum as more of a hindrance to the value of a property rather than a benefit.
Response: The revised draft shows a minimum of two stories.
70. Are parking structures allowed in the zone?
Response: Parking structures are allowed as an accessory use on properties. They are not allowed as the primary or only use on a property. They must also be located behind the principal building.
71. Agree with no minimum parking requirement.
Response: Noted.
72. No reference to illuminated signage in the draft.
Response: It was not incorporated, as there are several other sections of the municipal code that would regulate illumination, specifically Chapter 21A.46.

73. There is no language or reference in the draft document relative to temporary grand opening signage, advertising for special events or general public interest and we would recommend that this be considered.
Response: These events would be covered by the sign chapter in the Zoning Ordinance.
74. Agree with the area requirements for Window Signs. 25% is the maximum allowable area that is standard for most retail establishments. With regards to the letter height, standard height requirements are typically 8" maximum instead of 3'-0". This provides signage that is addressed to the pedestrian and not the automobile passing by.
Response: Letters are not restricted to a size in any of the zoning ordinances. The three foot maximum is for the sign itself, whether it is one or three lines.
75. With regards to Nameplate signs we typically see requirements for them to be no greater than four square feet instead of three square feet.
Response: Three square feet is the maximum allowed in other transit oriented districts. The standard is consistent.
76. With regards to Flat Signs on building we typically see retail lettering height at 18" maximum which matches the area requirements in the draft document. The height in the draft document allows for three feet, which appears to be in conflict with the area requirement.
Response: Letter heights are not restricted in the Zoning Ordinance.
77. We do not understand the basis for not allowing "multi family" and "store front" building forms in this sub-area. Given the size and location of properties included in this zone, and the fact that 900 East and Sugarmont Avenue already have commercial and multi-family uses, it's unclear why these would not be available building forms. It appears that the only difference in definition between townhomes and apartments is individual lots versus a shared lot. The building form, height and other limitations are already specified, so this seems to be limited without justification. It seems that with the intent and purpose statements for the zone, to regulate form but not use, that this restriction is not internally consistent.
Response: The revised draft allows four different building forms in the area near 900 East and Sugarmont Avenue.
78. If you consider commercial and mixed-use properties around Sugar House, the ones with a small landscaped yard is sometimes filled with debris and not always well maintained. The yards don't seem to serve a practical purpose except when a privacy buffer for residential properties and perhaps distinguishing between residential and commercial uses on the ground floor may be a factor in the setback requirement. In such cases, a five-foot setback for ground floor residences is sufficient.
Response: The minimum setback is in place so that property owners or tenants can make repairs or access the front of their buildings without having to obtain an encroachment permit for work in the City right-of-way.

79. Due to the nature of the proposed location to implement this zoning we recommend that the minimum lot size be reduced to 1,500 square feet to allow existing homes in the area to remain. The smaller lot size, even for commercial and mixed-use properties, seems consistent with the scale and texture of the Sugar House area.
Response: Very few properties currently developed with single-family homes would be changed with this zoning designation. Lots that do have residential properties would be considered non-conforming, but the residences are allowed to remain.
80. Both FB-SC1 and FB-SC2 proposed zones abut the Forest Dale National Historic District. Particular sensitivity should be paid to how these adjacencies are addressed. In addition, the single-family residences west of 700, though not in a historic district, that are of a similar age and character as the historic district that deserve some special attention in this interface. We are happy to explore some options for these edge treatments with you to address the appropriate design considerations, but without adversely impacting practical development or redevelopment of sites in the new SC zones.
Response: The boundaries of the Forest Dale National Historic District were considered and all properties within the district were specifically excluded from the zoning change. The upper level step back has been incorporated to be respectful of all existing residential neighbors so that new develop does not impose on those lots.
81. SHCC is supportive of the plan, in general, for orienting business toward the streetcar for the areas identified along the streetcar.
Response: Noted.
82. Biggest outcry and public comment is about rezoning area along Sugarmont where the Boys & Girls Club is and the tennis courts are. Residents on south side of Simpson seem to be most concerned. Concerns may be eased after residents see proposed building guidelines. SHCC has a strong concern about losing open space.
Response: We have received several comments about keeping the tennis courts as open space. The City Council has the final decision to remove the property from the open space program. Should they choose to remove it, we would recommend that it be rezoned to a streetcar zoning designation.
83. No reference to greenway and how buildings should orient their projects toward the greenway. Buildings that abut the streetcar corridor should be encouraged to have an active space on the greenway side, such as a patio for dining, with an orientation and access also on the other side of the building. That is stated in the context description and intent for the corridor, but not in the rest of the document. Needs more emphasis.
Response: Revised zoning incorporates this change.
84. We would like to explore the concept of a Greenway/River Overlay Zone along the streetcar corridor. There are good examples around the country, and we should explore some of those ideas. It might provide incentives to developers to use the corridor as an amenity for their project, and provide some upgrades to those sections of the greenway. It might create redevelopment to happen sooner, rather than later, if the area were seen as attractive, a place people want to be.
Response: The corridor is designated as a corridor with little to no development to occur.

85. We should applaud the fact that the trail is going through our neighborhoods, but there is no mention of it. This is an incredible amenity, and should be highlighted.
Response: We can make mention of the trail, but its design and development will not be regulated by the zoning regulations.
86. There are no historic preservation tools in our toolbox for Sugar House. We need some, before we lose what little is left. The intent of these regulations is to preserve and enhance the historical residential district, but we need to be mindful of the historic buildings all through the business district.
Response: The proposed zoning regulations will not affect the Sugar House Business District. Historic tools can be looked at in the future, but are not appropriate as part of this process.
87. Concern is still expressed about how the bus system interfaces with the streetcar. Can the new zoning help with that?
Response: No the zoning cannot assist with that interface. Both lines will be operated by UTA so it will be their decision.
88. We have heard Hawk Watch International people at the southwest corner of 900 East and the streetcar are not in favor of the rezone. I suppose if the owners do not sell the property, it won't affect them.
Response: A letter was received against the rezoning as there was a misunderstanding that office uses would no longer be allowed. That is not the case. Offices are allowed and are a good amenity in this zoning district. They were contacted to discuss the issue further but never responded to that request.
89. There is concern that all property owners along 700 East may not be aware of the rezoning that is proposed. Perhaps they should weigh in before you do the next draft.
Response: All property owners whose property is proposed to be rezoned and those within 300 feet of those properties have been notified of all open houses and will be notified of all public hearings.
90. There are comments that think 2100 South at 700 East should be tall commercial, and yet they feel it will end up as cheap apartments. I take that to infer they are poorly constructed, or lacking in exterior design elements that make them attractive buildings that people would want opt live in. I'm hoping we can address that by properly drafting our Design Guidelines for these zones.
Response: The area at 2100 South and 700 East have been proposed to be more intensified. Specific design guidelines will not be incorporated into the zoning, but design standards to upgrade all buildings have been incorporated.

91. We want to see wider sidewalks to make things more walkable. Building setbacks should be sufficient that the sidewalks do not feel cramped, while still feeling up to the street, rather than set back 15 feet or more. Under building configuration standards, you describe pedestrian connections as being a minimum of four feet. I think that works for residential, but may not be wide enough for a business. This may depend on the setback. If the building has a 15-foot setback to accommodate a grassy area, then four feet might work. We would like to have more discussion and instruction on sidewalk width and what determines it.
Response: Sidewalks, park strips and setbacks have been adjusted accordingly in the revised draft.
92. Not sure residences should be on first floor, perhaps they should be on upper stories.
Response: Residences would most likely be located in the upper stories. The ground floor space would be too valuable as commercial space to build residences.
93. Bike parking space for five units is too little.
Response: In the Zoning Ordinance, bicycle parking is 5% of the total number of required parking spaces. Since there is no parking required in this zone, and average unit would have 1.5 parking spaces required or less than one space per unit. This proposed ratio is fairly high and would be the highest for all zoning designations. For example, five units would be 7½ parking spaces would be required and one bicycle stalls.
94. We want to emphasize that the tennis courts should be relocated, not removed completely.
Response: As noted above, the City Council has the final decision on the disposition of the tennis court property.
95. On page 15, J2 refers to FB-UN1 and 2, instead of FB-SC1 and FB-SC2.
Response: The revised draft has some different classifications now. This would have been changed.
96. Once we decide on what areas should be rezoned, we need to discuss in detail the forms of the developments that will be allowed on these parcels. We have not gone word by word though the descriptions of size and form that will be allowed. For example, the draft says liquor stores are permitted in FB-SC1. We are not sure anyone wants a liquor store close to residential uses. We realize that the underlying descriptions of liquor store in the Salt Lake Zoning Code will drive the decision. We need to take time to review the details. I think we need some guidance to understand what we are reading.
Response: The draft was revised and an open house held in April. Any member of the community can contact the staff working on the project to discuss the revised draft. There will also be opportunity to speak at Planning Commission and City Council public hearings.

97. Councilman Simonsen has some ideas about other areas of the community that he would like to see included in this re-zoning. I think he is still formulating his ideas, but in general, he would like to see most of all four corners of 2100 South and 700 East rezoned to FB-SC2. The northwest corner is in another community council and city council district, which makes that more, complicated. He sees this as a good opportunity to start cleaning up some of that area, perhaps to allow parking to be in the rear and the stores along the front to relieve some of the congestion those corners feel as cars try to navigate the parking lots. And, it would also make the area more walkable.
Response: Staff has met with the Councilmember.
98. Supports posting draft in Open City Hall at this time and will provide a final report before draft goes to the PC.
Response: The revised draft was an open topic on Open City Hall for approximately three weeks in April. A summary of the comments will be provided in the Planning Commission staff report.
100. Wider sidewalks would be preferable.
Response: Wider sidewalks and park strips have been incorporated into the new plan.
101. "Front yards are landscaped" should include decorative rocks/woods etc.
Response: Only one-third of the yard is required to be vegetation. The remainder can be decorative rocks or wood mulch.
102. Recommends courts are upgraded to regulation size.
Response: This recommendation will be made to the City Council when the sale of the site is presented to them.
103. Asks to halt sale consideration.
Response: The process has been started to sell the land. However, there is an extensive public process still ahead before a decision is made.
104. Recommends Hawk Watch property remodeled, landscaping.
Response: The zoning regulations cannot require that this be done.
105. Define street types in a regulatory plan including: sidewalk width, planter type/width, street type diagrams, 700 East = Boulevard, 900 East = Commercial, Wilmington/Simpson as transitional, also a streetcar street type.
Response: The revised draft does show street types.
106. Better define pedestrian pathway standards.
Response: Not sure what this comment is asking. It is not a term used in the draft zoning regulations.
107. Bicycle lanes should be provided within defined streets.
Response: Staff will recommend that bike lanes be added where possible, but it is the decision of the Transportation Department. Bike lanes on 700 East would be the decision of UDOT and it is highly unlikely they would ever be added on this street.
108. Coordinate setbacks with street types.
Response: The revised draft shows setbacks based on street type.

109. Look at bicycle parking distances.
Response: Bicycle parking distances (from front doors) has been modified.
110. One bike stall per 2,500 square feet of retail/restaurant - approximately 10%.
Response: Not sure what this comment is asking, but this is the standard in the revised draft.
111. One bike stall per 1,500 square feet of gross office area - approximately 15%.
Response: Not sure what this comment is asking, but this is the standard in the revised draft.
112. Recommends step back above level two or three.
Response: A step back for upper levels has been incorporated when the building face is adjacent to residentially zoned properties.
113. Minimum building height be defined using street width to building height ratio instead of using stories.
Response: While this is typical for a form based code, it was determined that in the best interest of the existing residential areas, a story based standard was utilized.
114. Recommend that the measured heights be modified for the buildings in the Multifamily, Mixed Use, Storefront Building forms to all for a common ground floor level commercial height dimension of as much as 20' and common floor to floor office height dimension of as much as 14'.
Response: This was considered and we have determined that the minimum floor height is more in keeping with form based codes.
115. Also recommend that allowance be made for the inclusion of the following: equipment screening parapets of up to 6', photovoltaic panel arrays of up to 6' in height above the roof deck, and equipment enclosure mechanical/electrical penthouses of up to 18' provided that they are set back from the edge of the top floor of the building by a minimum of 30'.
Response: Chapter 21A.36 of the Zoning Ordinance already allows for most of these types of projections. Solar collection systems are also permitted in all zoning districts.
116. Include parking structures as a "permitted use".
Response: No. Parking structures will not be allowed as a permitted use. The development of park and ride lots could occur and that would be counterintuitive to a transit oriented area.
117. Successful and viable development for commercial uses must be considered before deciding if no minimum parking is a possibility.
Response: Parking can be provided is desired. There is a maximum to the amount of parking provided.
118. Give consideration to requiring parking for a property if located within a five-minute walk of property.
Response: Not sure what this is asking but if there is no parking required it does not make sense to dictate where it should be located.

119. Recommend that any interior remodel or façade work that doesn't relocate or add over 15% to the floor area of or to the building and does not affect setback does not require the property to conform with current zoning.
Response: The qualifier as to when the new zoning regulations would be required has been modified in the revised draft.
120. Recommend language that limits the type of illumination and the hours of use. Possible language: "Where signs are internally illuminated, light-transmitting surfaces shall be non-gloss, matte materials. Only letters and logos shall transmit light while background remains solid opaque. No illuminated backgrounds or boxes are allowed. Lighting for all tenant signs shall be turned off after closing or reduced between the hours of 12:00 AM and 6:00 am. All exposed or skeletal neon must be backed with an opaque coating, and be approved in writing by the committee. All housings and posts for exposed neon signs must be painted out to match the sign background immediately behind."
Response: Sign regulations not specified in the streetcar area are subject to the requirements of Chapter 21A.46.
121. We recommend that if signage for these uses be part of the ordinance that it has language that requires that such signs will not be materially detrimental to the public welfare, interest or safety, or injurious to adjacent property, and define a period of display not more than a few weeks or up to one month.
Response: Sign regulations not specified in the streetcar area are subject to the requirements of Chapter 21A.46.
122. Recommend that the "A-Frame" sign standard be modified to allow two feet minimum for the sign, plus additional allowance for the frame. Most of these sign types are "off the shelf" and while two feet is a standard size, this does not generally include the sign frame. You may also want to have a maximum height of three feet, plus frame, to avoid very tall signs that might obstruct sight lines or add to visual clutter.
Response: The width will stay at two feet, but the maximum height has been incorporated.
123. There is a need to define signage criteria for interior signage suspended behind a storefront glazing system. Requirements that we typically see for this type of signage are as follows: Quantity: 1 per window. Height: N/A. Area: Shall not exceed 10 percent of the total glass area. Location permitted: public street only and shall be suspended a minimum twelve inches from glass.
Response: Sign regulations not specified in the streetcar area are subject to the requirements of Chapter 21A.46.
124. Signs in Sugar House are even larger, 12 square feet seems unusually small. These projecting signs seem to be part of the character defining features of Sugar House. You might also consider a larger sign than 24 square feet at a corner location, where the sign could be incorporated as a design feature in a building.
Response: Noted, but the standards will remain the same.

125. Recommend that some type of provisions be made for signs that indicate a business is open and operational when there is street or sidewalk construction in front of their business. In fact it would be a benefit to business owners to have some flexibility in the design of the sign as we have seen instances where a business has hired an artist to help create a sign that will catch public attention and help the business to maintain income.
Response: Sign regulations not specified in the streetcar area are subject to the requirements of Chapter 21A.46.
126. We recommend that awning or canopy signage allow for letters and/or logos on the sloped vertical face of the awning. This is very common with retailers and signage on the valance is typically allowed.
Response: Letter on the vertical portion or valance is permitted in the draft.
127. We recommend the total area of "Real Estate Signs" and "Construction Signs" be reduced to 32 square feet. At 64 square feet, these are the largest of sign types and this size makes these effectively into small billboards. A typical 4x8 real estate or construction sign is 32 square feet, which is an industry standard. Larger signs could be visually cluttering and distract from the signage of businesses. Reducing by half would make them more consistent in size with other allowed sign types.
Response: Real estate signs were modified based on another comment.
128. The final recommendation with regards to signage would be a list of prohibited sign types and finishes. Our recommendation would be the following: signs with excessive exposed raceways, conduit, junction boxes, transformers, lamps, tubing, or neon crossovers of any type. Rotating, Animated, and Flashing signs. Signs painted on an exterior building wall, fascia, on a fence, benches, fence posts, trash receptacles, utility poles, utility boxes, storage sheds, and bus shelters. Any sign designed to move from place to place. Signs that bear or contain statements, words, or pictures of an obscene, pornographic or inappropriate character.
Response: Sign regulations not specified in the streetcar area are subject to the requirements of Chapter 21A.46.
129. Recommend that language be similar to that in the CB (Community Business) Zoning ordinance be applied to this document in that it requires that all building equipment and service areas be enclosed and appear to be integral with the building.
Response: This change will be incorporated into the revised draft.
130. Green roofs should be considered in the calculation for open space. This promotes sustainable buildings and the ability to benefit from green roofs within this zone. Our recommendation is to count green roof area only up to 50% of the total open space requirement. This preserves some of the open space at ground level.
Response: Noted. Developers can add them if they wish for a LEED classification, but they will not be counted as open space.

131. Recommend eliminating the ten-foot minimum setback in the front and corner yards. Historic precedent for many commercial and apartment buildings in Sugar House suggests that such setback were not a standard practice except for single-family residences. There are many examples where commercial buildings with no setback exist adjacent to a single-family residence with a 20-25 foot setback. This seems to be a distinguishing character of the historic neighborhoods with business nodes. While we recommend incorporating some standards for minimum sidewalk standards as part of the "street type" discussion above, including sidewalks that may lap over into private property in some locations to maintain the desired sidewalk widths, we would discourage other specific requirements for additional setback.
- Response:** There has been overwhelming support from the community for wider sidewalks or open space. Staff feels that the 10 foot setback lends itself to a more open feeling or walkable community.
132. Similarly, we would discourage the requirement for a side yard setback in either sub-area, as it again seems inconsistent with the "continuous street wall" purpose statement, especially when the side yard setback is between the FB-SC1, FB-SC2, seems overly restrictive. There are parcels in the FB-SC2 zone that will become practically undevelopable with this requirement. In the case of a property abutting an existing single-family residence, especially if in a historic district, it may be practical to require a similar setback as the residential structure when the new building is not more than a story higher. Beyond that, the step back envelope standards could apply.
- Response:** The minimum side yard setback required is typical of the other transit oriented zones. The purpose is to protect the existing residential neighborhoods from an imposing development next to it.
133. Generally, we discourage minimum setbacks, in improve consistency with historical precedents in Sugar House, to improve the street width to building height proportions, and to create a more effective and continuous "street wall" which is one of the primary purposes of the zone state in the preamble.
- Response:** The minimum setbacks are required so that a more walkable community and wider sidewalks can be achieved. Also in the event that a plan is put in place for uniform sidewalk development, it is a better situation for the City to purchase land with no building on it than a portion of a lot and demolishing or modifying a building.
134. Recommend that *Dwelling, single family detached (cottage)* be added as a permitted use in both the FB-SC1 and FB-SC2 zones as they are indicated as an acceptable building form.
- Response:** It was excluded as an oversight. It has been added into the revised draft.

135. We recommend that *Dwelling, single family detached* be added as a permitted use the FB-SC1 and FB-SC2 zones as this would allow single family residential buildings that are being rezoned to be in compliance with the ordinance. This allows the property value to remain intact for current owners. Future development within either of these two zones is highly unlikely to promote single family detached homes as the properties will have higher and better use in addition to increased market value as something else.
- Response:** There is a very comprehensive non-conforming/non-complying section of the Zoning Ordinance. It allows uses and buildings to be continued or modified to a certain extent. Adding a single-family residence as a permitted use is again counterintuitive to creating a transit oriented area. The goal of the transit oriented development is to increase density.
136. Recommend that the FB-SC3 zone be extended to all four corner parcels at the intersection of 2100 South and 700 East. This entire intersection is within ¼ mile of the 700 East streetcar stop and in the primary service area served by this system, and will also insure a more consistent built environment and improve the attractiveness of this important community gateway intersection. Expansion beyond the intersection to the west, north and east may also be considered if practical. We recognize that this will also require addressing an amendment to the Central City master plan for the northwest corner of the intersection, but believe that zoning the entire intersection consistently is in the best interest of this business and gateway node.
- Response:** All four corners were incorporated into the revised map. The Liberty Wells Community Council will have the opportunity to provide feedback on the northwest corner located within their boundaries.
137. Recommend exploring affordable housing zoning and incentives to address needs identified in the Sugar House and Central City community master plans, and the Salt Lake City Housing Policy, resulting in greater mixed-income housing opportunities, and especially targeted toward 60% to 80% of median income. This is an underserved market area that lacks adequate state and federal incentive enhancements. Zoning and incentives may include areas such as: inclusionary zoning, density bonuses, low-interest loans targeted toward transit-oriented development, and expedited plan review.
- Response:** Other city policies and ordinance are in place for developing affordable housing. There are currently no policies or incentives within the Zoning Ordinance.
138. Recommends tennis court land be exchanged for open space located elsewhere.
- Response:** This recommendation will be forwarded to the City Council when they consider the disposition of the land.

From: [Troy Anderson](#)
To: [Pickering, Maryann](#)
Subject: Proposed Rezoning
Date: Friday, April 05, 2013 3:43:03 PM

Hello Maryann,

Yesterday I emailed you in support of rezoning the proposed areas near the Sugarhouse Trolley stations. After reviewing the statement below, I have another question.

E. Affordable Housing Strategy:

The Affordable Housing Strategy will recommend ways to preserve and expand the existing affordable housing supply in the Primary and Secondary Benefit Study Areas. The recommendation will address Salt Lake City's strategy for ensuring the provision of high-quality affordable and workforce housing in the corridor.

Since I live in the primary benefit area, will the city and UTA try to use eminent domain to buy my house? I do not want to move for market value therefore this may be of great importance to me.

Thanks,

Troy

619 E Wilmington Ave.

From: [Troy Anderson](#)
To: [Pickering, Maryann](#)
Subject: FB-Sc2
Date: Thursday, April 04, 2013 11:32:28 AM

Hello Maryann,

I just reviewed the proposal for the Form Based zoning near the Sugarhouse streetcar on Wilmington Ave. After review I feel that zoning my street FB-Sc2 is a great idea. Currently there are many unkept rentals on the street along with it being a busy semi-artieral passage for motorists. We are on the edge of commerical property. It makes sense to zone it this way and encourage thoughtful and planned developement that will add to the trolley.

Thanks for this,

Troy Anderson

From: [Troy Anderson](#)
To: [Pickering, Maryann](#)
Subject: Re: Proposed Rezoning
Date: Tuesday, April 09, 2013 4:10:34 PM

Thank you very much.

Troy

On Tue, Apr 9, 2013 at 3:49 PM, Pickering, Maryann
<Maryann.Pickering@slcgov.com> wrote:

Hi Troy.

Ed Butterfield would be the best person to talk to about this statement on the webpage. His contact information is below. He told me that you can call or email him and he'd be happy to talk with you.

Edward Butterfield

Project Manager

Redevelopment Agency of Salt Lake City

451 South State Street, Room 404

PO Box 145518

Salt Lake City, UT, 84114-5518

[801.535.7254](tel:801.535.7254)

www.slclda.com



SLCRDA

Thanks, Maryann

From: Troy Anderson [mailto:buildingeye@gmail.com]
Sent: Tuesday, April 09, 2013 9:53 AM
To: Pickering, Maryann
Subject: Re: Proposed Rezoning

Maryann,

Thanks for getting back with me. After review, it comes from a UTA website. I sent the very same email to UTA and they gave me a very vague answer. In fact, I think they didn't quite understand what I was asking. That scares me. I plan on attending the open house at the old "DI" in sugarhouse April 16th. Hopefully I will get some clarification. The link below is the information I was referring to.

<http://www.shstreetcar.com/phase2.htm>

Thanks,

Troy

On Tue, Apr 9, 2013 at 9:45 AM, Pickering, Maryann
<Maryann.Pickering@slcgov.com> wrote:

Hi Troy.

I'm not sure I'm the one who can help you. That's not a statement from our draft zoning regulations. Do you know what document it came from? If you give me that, I can definitely direct to you to the right person to talk with. My guess is that it's an RDA or Transportation document. Regardless, I'd be happy to get to you the right person.

Thanks, Maryann

From: Troy Anderson [mailto:buildingeye@gmail.com]
Sent: Friday, April 05, 2013 3:43 PM
To: Pickering, Maryann

Subject: Proposed Rezoning

Hello Maryann,

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Thanks,

Troy

619 E Wilmington Ave.

From: [Jared Schroeder](#)
To: [Pickering, Maryann](#)
Subject: Re: Sugar House Streetcar Zoning Open House
Date: Tuesday, April 09, 2013 5:38:35 PM

So I can't make it to the meeting on April 16th. So what is the new zoning in orange on the map? I live on Wilmington between 500 east and 600 east and been waiting to find out what is going to happen to the big warehouse at 2225 s 600 e and the big building right next to it?

On Apr 9, 2013, at 4:52 PM, "Pickering, Maryann" <Maryann.Pickering@slcgov.com> wrote:

Hello.

You are receiving this notice of the next open house for the Sugar House Streetcar Zoning and Master Plan Update project because you have previously had contact with the Planning Division or the Redevelopment Agency regarding the streetcar.

Please forgive me if you receive two emails as you are a member of each of the mailing lists.

The revised draft zoning regulations are expected to be available for public review at the end of this week.

Thank you.

MARYANN PICKERING, AICP
Principal Planner

PLANNING DIVISION
COMMUNITY *and* ECONOMIC DEVELOPMENT
SALT LAKE CITY CORPORATION

TEL 801-535-7660
FAX 801-535-6174

WWW.SLCGOV.COM

<Notice 16 Apr 2013.pdf>

From: [Burton Brown](#)
To: [Pickering, Maryann](#)
Subject: Re: Sugar House Streetcar Zoning Open House
Date: Tuesday, April 09, 2013 6:19:19 PM

Hi Maryann,

I sent an email prior to the deadline a while back expressing my concerns regarding the parcel that includes the Fairmont Tennis Courts and the Boys & Girls Club. I noticed on the Open House announcement that this parcel is still included.

Were my concerns ignored?

I got no official response from anyone other than Councilman Simonsen.

What do I need to do to have this parcel removed from any rezone consideration?

Thanks

Burton Brown
Salt Lake City

On Tue, Apr 9, 2013 at 4:52 PM, Pickering, Maryann
<Maryann.Pickering@slcgov.com> wrote:

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Thank you.

MARYANN PICKERING, AICP

Principal Planner

From: [Jared Schroeder](#)
To: [Pickering, Maryann](#)
Subject: Re: Sugar House Streetcar Zoning Open House
Date: Friday, April 12, 2013 1:36:19 PM

Thank you. You are a lot of help. Looking foreword to seeing it. But yeah it's the BIG warehouse like 3 story's high the tan one 2225 s 539 e.

On Apr 12, 2013, at 13:19, "Pickering, Maryann" <Maryann.Pickering@slcgov.com> wrote:

Hi Jared.

My apologies for responding a few days late.

We are putting the finishing touches on the zoning and it will be available on our Open City Hall portal today or tomorrow. I believe the warehouse you are referring to is the Sugar Space. That property is proposed to be rezoned to FB-SE which means it is one of the lower intensity sites. Several uses are allowed, but no automobile oriented uses (like a drive through) would be permitted. The maximum height would be 45 feet. The property could be redeveloped as residential, commercial or a combination of both.

I know that may not be the most helpful response, but I will send you the map and zoning language on Monday so you can see all the details for yourself. You mentioned you cannot attend the open house, but if you have additional questions after you get the document, please call or email me and I would be happy to speak or set up a meeting with you.

Thanks, Maryann

MARYANN PICKERING, AICP
Principal Planner

PLANNING DIVISION
COMMUNITY and ECONOMIC DEVELOPMENT
SALT LAKE CITY CORPORATION

TEL 801-535-7660
FAX 801-535-6174

WWW.SLCGOV.COM

From: Jared Schroeder [<mailto:jschroeder74@gmail.com>]
Sent: Tuesday, April 09, 2013 5:39 PM
To: Pickering, Maryann
Subject: Re: Sugar House Streetcar Zoning Open House

So I can't make it to the meeting on April 16th. So what is the new zoning in orang on

the map? I live on Wilmington between 500 east and 600 east and been waiting to find out what is going to happen to the big warehouse at 2225 s 600 e and the big building right next to it?

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MARYANN PICKERING, AICP
Principal Planner

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SALT LAKE CITY CORPORATION

TEL 801-535-7660
FAX 801-535-6174

WWW.SLCGOV.COM

<Notice 16 Apr 2013.pdf>

<Sugarhouse Streetcar Open House (Zoning).pdf>

From: [Lynn Schwarz](#)
To: [Pickering, Maryann](#)
Subject: permitted uses
Date: Wednesday, April 17, 2013 10:01:48 AM

Dear Maryann:

Thank you so much for taking the time to speak with me yesterday. I think that SROs and boarding houses should not be a permitted use and they are not a protected use.

Thanks again for your time.

Lynn Schwarz

From: [Doug Thimm](#)
To: [Pickering, Maryann](#)
Cc: [William Grua](#); demarano@terracon.com; [Wade Olsen](#); [Wade Olsen](#); [JOSEPH AMBROSE](#); [Dan Duffin](#)
Subject: Sugar House Rezone Comments
Date: Friday, April 19, 2013 7:11:00 AM
Attachments: [SugarHouseZoningMapComments_April18,2013.pdf](#)

Maryann:

I had sent a diagram suggesting some alliterative SC Zoning for consideration. After continuing to look at the map and noticing the narrow sliver of SC zone on the north side of Wilmington, we believe that in consideration the visual image of the massing for this area this area could benefit from additional area to the south of Wilmington. The property owner indicates that this would be their preference as well.

Thanks, dougt

Doug Thimm, AIA, LEED AP

Senior Principal

ARCHITECTURAL
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From: themillertrust@comcast.net
To: [Pickering, Maryann](#)
Subject: Re: Sugar House Streetcar Rezoning Question
Date: Wednesday, May 15, 2013 9:01:13 AM

Hi Maryann:

Thank you for your response. I guess the obvious question is what impact this proposed zoning change would have on existing properties both now and in the future. If this does pass, would it have an immediate affect or is this geared more to future regarding building plans?

Thanks,
Robert

----- Original Message -----

From: Maryann Pickering <Maryann.Pickering@slcgov.com>
To: 'themillertrust@comcast.net' <themillertrust@comcast.net>
Sent: Tue, 14 May 2013 14:59:19 -0000 (UTC)
Subject: Sugar House Streetcar Rezoning

Hi Robert.

My apologies for
getting back to you a few days late. I've been out of the office
ill for a few days.

I have attached
a copy of the proposed zoning map for your reference. I also included a
summary of the highlights of the zoning.

The petition to
change the zoning was initiated by the Mayor. There were no private
properties owners who requested the change.

Please look at
the map and let me know if you have additional questions. You can either
email or call me.

Thanks, Maryann

**Excerpt of
SALT LAKE CITY PLANNING COMMISSION MEETING
Room 126 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, May 22, 2013**

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:31:24 PM](#) . Audio recordings of the Planning Commission meetings are retained in the Planning Office for an indefinite period of time.

Present for the Planning Commission meeting were: Vice Chair Emily Drown; Commissioners, Angela Dean, Bernardo Flores-Sahagun, Clark Ruttinger, Marie Taylor, and Mary Woodhead. Chairperson Michael Gallegos; Commissioner Lisa Adams, Michael Fife and Matthew Wirthlin were excused.

Planning Staff members present at the meeting were: Wilford Sommerkorn, Planning Director; Joel Paterson, Planning Manager; Everett Joyce, Senior Planner; Doug Dansie, Senior Planner; Maryann Pickering, Principal Planner; Michelle Moeller, Senior Secretary and Paul Nielson, City Land Attorney

FIELD TRIP NOTES:

A field trip was held prior to the work session. Planning Commissioners present were: Emily Drown, Bernardo Flores-Sahagun, Clark Ruttinger, Mary Woodhead and Marie Taylor. Staff members in attendance were Joel Paterson and Maryann Pickering.

The Planning Commissioners visited areas of Sugar House along the streetcar line that will be subject to the proposed form-based zoning.

[6:08:02 PM](#)

Mr. Nielson stated a conflict of interest had been brought to his attention. He explained the quorum policy for the Planning Commission and that not allowing Commissioner Flores-Sahagun would cause the petition to be postponed. Mr. Nielson stated the Planning Commission was not the final decision maker on the proposal, the City Council was and therefore, depending on the conflict of interest it may not be an issue to allow Commissioner Flores-Sahagun to listen to the discussion and public comments as long as he did not participate in the conversations or motions.

Ms. Maryann Pickering stated Staff was not asking the Planning Commission for a recommendation on the petition at this meeting.

Commissioner Flores-Sahagun explained he had been working with a developer on a potential project within the subject area and therefore, felt it was a conflict of interest for him to participate in the discussion of the proposed zoning amendments.

The Commissioners and Staff discussed the issue and agreed to make a motion to allow Commissioner Flores-Sahagun to sit as a non-participating member of the Planning Commission during the Public Hearing.

MOTION [6:12:46 PM](#)

Commissioner Woodhead moved to allow Commissioner Flores-Sahagun to participate in the Public Hearing as a member of the Commission without asking questions or participating in the discussion, notwithstanding his identified conflict on the basis that there are special circumstances, that the Public Hearing was noticed and a substantial amount of people were present to testify and provide input on the subject, the Commission has had an indication from Staff that Staff would prefer the Commission continue the petition to a future meeting therefore, there was no possibility that Commissioner Flores-Sahagun's conflict would impact the decision. Commission Dean seconded. The motion passed unanimously.

[6:13:58 PM](#)

Sugar House Streetcar Master Plan and Zoning Amendments located along the corridor approximately from 500 East to McClelland and along 700 East from 2100 South to Simpson Avenue - Mayor Ralph Becker is requesting approval to adopt new zoning regulations, change the zoning of certain parcels and modify the Sugar House Master Plan as part of Phase 1 of the Sugar House Streetcar Project. The area is currently developed with a variety of residential and commercial uses. There are several different zoning classifications currently identified for these parcels. Other related provisions of Title 21A-Zoning may also be amended as part of this petition. Although the applicant has requested that the property be rezoned to new form-based zoning classifications, consideration may be given to rezoning the property to other zoning districts with similar characteristics. This type of project requires a Zoning Text and Map Amendments and Master Plan Amendment approvals. The subject properties are located in Council District 7, represented by Søren Simonsen. (Staff contact: Maryann Pickering at (801) 535-7660 or maryann.pickering@slcgov.com. Case numbers: PLNPCM2012-00576 and PLNPCM2012-00577.

- a. **Master Plan Amendment** - In order to make zoning changes above, the master plan needs to have new policies included in order to make the zoning consistent with the master plan. (Case number: PLNPCM2012-00577)
- b. **Zoning Text and Map Amendment** - In order to change the zoning text and map as noted above, a Zoning Text and Map Amendment is required to change the zoning of certain parcels and add a new section in the Zoning Ordinance in Chapter 27 outlining all of the new regulations for the parcels that will have their zoning changed. (Case number: PLNPCM2012-00576).

Ms. Maryann Pickering, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). She stated Staff was recommending the Planning Commission table the issue to a future meeting.

The Commission and Staff discussed the maximum height in the SC zone. They discussed the current zoning on Sugarmont and Simpson Avenues. The Commission and Staff discussed the location and of tennis courts on the east side of Salt Lake and the zoning of the courts in Sugar House.

PUBLIC HEARING [6:27:20 PM](#)

Vice Chairperson Drown opened the Public Hearing.

Ms. Judy Short, Sugarhouse Community Council, stated in general the Community Council supported the proposal. She stated they were still working through the plans to understand all the requirements. Ms. Short stated there was no reference to the greenway and how projects should orientate towards the greenway. She stated they would like to explore the concept of a greenway-river way along the Streetcar Corridor to create potential development. Ms. Short stated there needed to be something in place to address the historic aspects of Sugar House and how the bus system worked with the Streetcar. She reviewed concerns over sidewalk width, setbacks, homes on Simpson Ave and the tennis courts remaining in the current location. Ms. Short stated she would forward her comments to Staff for further review.

The following persons spoke in opposition of the petition: Mr. Burton Brown, Ms. Aimee Horman, Ms. Amy Fowler, Ms. Dayna McKee, Mr. George Chapman, Mr. Topher Horman, Mr. Søren Simonsen and Ms. Aubrey Atkinson.

The following comments were made:

- Open spaces needed to remain

- Allowing development to occur on the site of the Boys and Girls Club/tennis courts site would be a detriment to the area
- Tennis Courts needed to be revamped and improved not removed from the area
- Parks space was in short supply and should remain in the area
- Don't rush to develop park area, wait for the streetcar to be put in place and see what happened
- Proposed plan did not follow the idea of the Sugar House Master Plan promoting small and locally owned businesses
- Development should be sustainable
- Petition didn't correctly reflect the preferred option of the community
- Rezoning does not make sense
- Public outreach had not been done correctly
- Zoning should be done by the area or street not as a whole for the entire community
- Building height, in some areas, may be a large issue particularly next to existing residential areas
- Some areas may create undesirable hideaway spots
- Boys and Girls Club needed to remain in the area and be promoted rather than taken away
- Large buildings would create light and noise pollution for neighboring properties
- Up-zoning is not always the best option for an area like Wilmington
- Greenway should become a street way

The following person spoke in favor of the petition: Mr. Doug Thimm

The following comments were made:

- Property owners along 700 East were in favor of the rezone
- Plan was appropriate for the area
- Regarding properties along the streetcar corridor between Wilmington and the greenway, there is half block that should be zoned FB-SC to maintain consistency with the intensity of surrounding properties and all properties in that area should be included in the FB-SC zoning
- Setbacks should be done by measuring the curb to building dimensions rather than a set footage to allow the buildings to create the edge
- Allow for wider sidewalks
- Parking needed to reflect the property use

Vice Chairperson Drown stated the Public Hearing would remain open.

DISCUSSION

Ms. Pickering stated she would work through the public concerns and present responses at the next meeting.

The Commissioners and Staff discussed if the Open Space would become an actual community garden, if it was possible to visit buildings similar to what was suggested in order to give the Commission an idea as to what it would look like. Staff stated currently buildings similar to the proposed did not exist in the area but that diagrams and pictures depicting the information could be presented. The Commission would like an actual building and Staff indicated there are areas along 400 South that could be used as an example.

The Commissioners and Staff discussed if the park could be relocated. Staff reviewed the location and if a space was available to relocate the tennis courts and park space.

The Commissioners and Staff discussed defining frontage of a commercial building in a FB-SC and FB-SE corridors and if it would be defined under the code.

Mr. Sommerkorn explained the conferences being held in the next few weeks that would address similar issues. He stated Staff was looking to learn from these workshops and incorporate ideas into the proposal before returning to the Commission.

MOTION [7:12:42 PM](#)

Commissioner Woodhead moved to table petition PLNPCM2012-00576 and PLNPCM2012-00577 regarding the Sugar House Streetcar Master Plan zoning map and text amendments, she moved to continue the Public Hearing to a future meeting as set by Staff following further work on the project. Commissioner Taylor seconded the motion. Commissioner Flores-Sahagun abstained from voting. The motion passed unanimously

The meeting adjourned at [7:13:42 PM](#)

5c. Postmark of Planning Commission notice, dated May 9, 2013

941145480 B900



SALT LAKE CITY PLANNING DIVISION
451 S STATE STREET ROOM 406
PO BOX 145480
SALT LAKE CITY UT 84114-5480

RETURN SERVICE REQUESTED

Salt Lake City Planning
Maryann Pickering
PO BOX 145480
Salt Lake City UT 84114

MAILED FROM ZIP CODE 84114
0002008334 MAY 09 2012
\$00.46
PRIME BOWERS



STATE MAIL 05/10/2012





Salt Lake City Planning Division
451 S State Street, Room 406, PO Box 145480, Salt Lake City, Utah
84114-5480

Salt Lake City Planning Commission
Wednesday, May 22, 2013 5:30 p.m.
Room 326 of the City and County Building

Sugar House Streetcar Master Plan and Zoning Amendments located along the corridor approximately from 500 East to McClelland and along 700 East from 2100 South to Simpson Avenue - Mayor Ralph Becker is requesting approval to adopt new zoning regulations, change the zoning of certain parcels and modify the Sugar House Master Plan as part of Phase 1 of the Sugar House Streetcar Project. The area is currently developed with a variety of residential and commercial uses. There are several different zoning classifications currently identified for these parcels. Other related provisions of Title 21A-Zoning may also be amended as part of this petition. Although the applicant has requested that the property be rezoned to new form-based zoning classifications, consideration may be given to rezoning the property to other zoning districts with similar characteristics. This type of project requires a Zoning Text and Map Amendments and Master Plan Amendment approvals. The subject properties are located in Council District 7, represented by Søren Simonsen. (Staff contact: Maryann Pickering at (801) 535-7660 or maryann.pickering@slcgov.com. Case numbers: PLNPCM2012-00576 and PLNPCM2012-00577.

- A. **Master Plan Amendment** - In order to make zoning changes above, the master plan needs to have new policies included in order to make the zoning consistent with the master plan. (Case number: PLNPCM2012-00577)
- B. **Zoning Text and Map Amendment** - In order to change the zoning text and map as noted above, a Zoning Text and Map Amendment is required to change the zoning of certain parcels and add a new section in the Zoning Ordinance in Chapter 27 outlining all of the new regulations for the parcels that will have their zoning changed. (Case number: PLNPCM2012-00576).

The files for the above items are available in the Planning Division offices, room 406 of the City and County Building. Please contact the staff planner for information. Visit the Planning Division's website at www.slcgov.com/CED/planning for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived, and may be viewed at www.slctv.com

5d. Proof of Publication, published on May 11, 2013



5e. Planning Commission Staff Report, dated July 10, 2013

PLANNING COMMISSION STAFF REPORT

Legislative Item



Planning Division
Department of Community
and Economic Development

Sugar House Streetcar Master Plan, Zoning Map and Text Amendments PLNPCM2012-00576 and PLNPCM2012-00577 July 10, 2013

Applicant: Mayor Ralph Becker

Staff: Maryann Pickering
801-535-7660 or
maryann.pickering@slcgov.com

Tax ID: N/A

Current Zone: Various – see
attachments for current zoning

Master Plan Designation:
Various

Council Districts: District 7
represented by Søren Simonsen
and District 5 represented Jill
Remington Love

Community Council: Sugar
House and Liberty Wells

Lot Size: N/A

Current Use: N/A

Attachment:

- A. Updated Proposed
Zoning Text Changes

Request

Mayor Ralph Becker is requesting approval to adopt new zoning regulations, change the zoning of certain parcels and modify the Sugar House Master Plan as part of Phase 1 of the Sugar House Streetcar Project. The area is currently developed with a variety of residential and commercial uses. There are several different zoning classifications currently identified for these parcels. This type of project requires Zoning Text and Map Amendments and a Master Plan Amendment. The subject properties are located in Council District 7, represented by Søren Simonsen and Council District 5, represented by Jill Remington Love.

- Master Plan Amendment.** In order to make zoning changes above, the master plan needs to have new policies included in order to make the zoning consistent with the master plan. (Case number: PLNPCM2012-00577)
- Zoning Text and Map Amendment.** In order to change the zoning text and map as noted above, a Zoning Text and Map Amendment is required to change the zoning of certain parcels and add a new section in the Zoning Ordinance in Chapter 27 outlining all of the new regulations for the parcels that will have their zoning changed. (Case number: PLNPCM2012-00576)

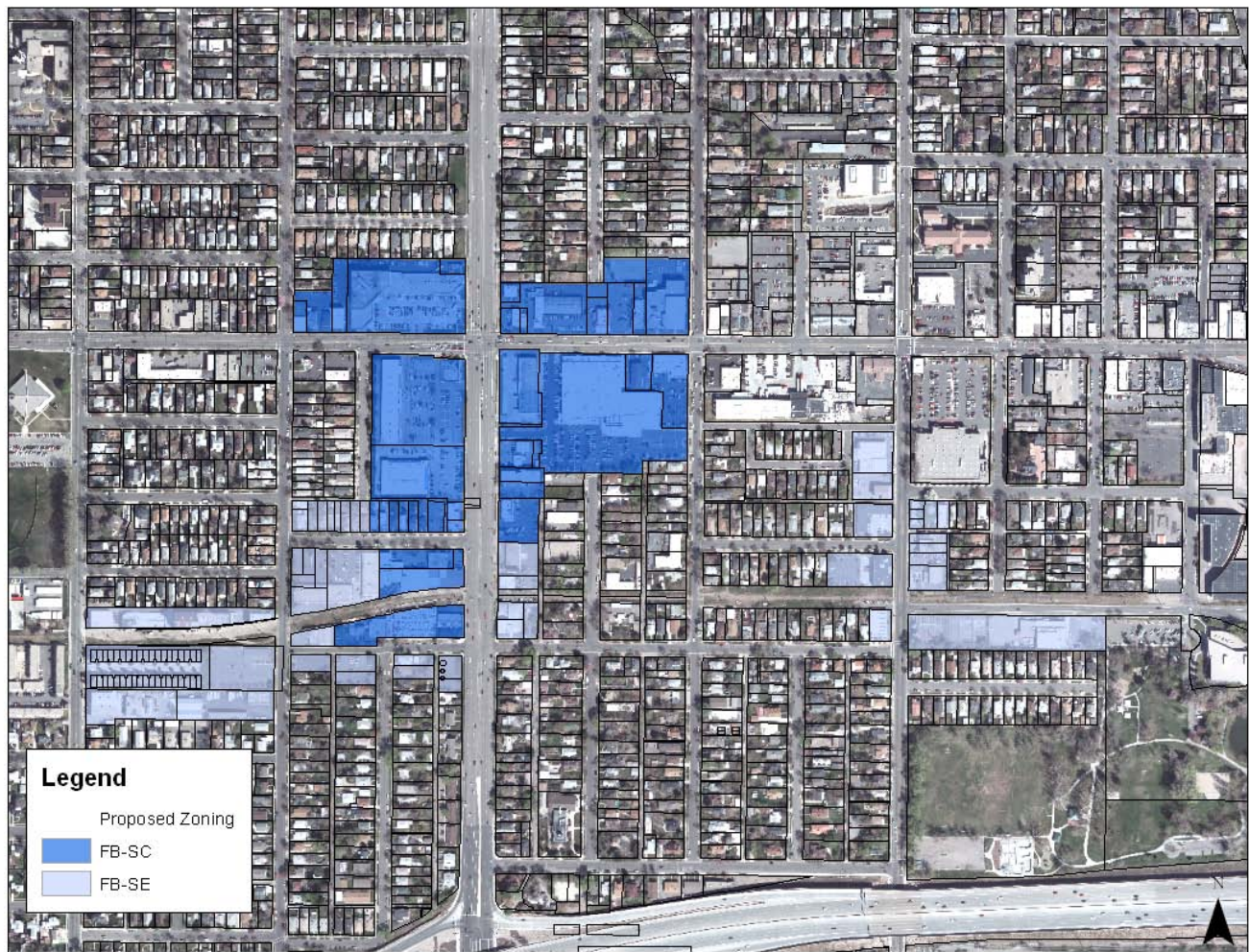
Recommendation

Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable standards and therefore, recommends the Planning Commission transmit a favorable recommendation to the City Council relating to this request based on the following:

- The proposed changes are compatible with city wide policies related to land use, including:
 - Salt Lake City Futures Commission Report (1998)
 - Salt Lake City Urban Design Element (1990)
 - Salt Lake City Community Housing Plan (2012)
 - Salt Lake City Transportation Plan (1996)
 - Central Community Master Plan (2005)
 - Wasatch Choices 2040 (2011)
- The proposed changes update a portion of the Sugar House (2005) Master Plan;
- The proposed charges are generally consistent with the comments received during an extensive public participation process; and
- The proposed plans include best practices to guide future development along and adjacent to Sugar House Streetcar Line.
- The proposal furthers the purposes of the Title 21A;
- The proposal is consistent with the factors of consideration identified in ordinance 21A.50 for zoning text and zoning map amendments.

Recommended Motion: Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission transmit a favorable recommendation to the City Council relating to this request to amend the Sugar House Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along and adjacent to the Sugar House Streetcar Corridor.

PROPOSED ZONING MAP



Follow Up from May 22, 2013 Planning Commission Meeting

At the last Planning Commission meeting, there were several residents and representatives of property owners who spoke regarding the proposed changes. A majority of the comments were regarding the proposed changes to the area known as the tennis courts and Boys & Girls Club. There were some other comments also identified.

Because we had not asked for the Planning Commission to make a recommendation at that meeting, there was direction to staff to address the comments that had been raised at the May 22 Planning Commission meeting. There was also a request to include some local examples of buildings that would be within the building height range proposed as part of this project.

Below are staff responses to those who spoke against the proposal on May 22:

1. Allowing development to occur on the site of the Boys and Girls Club/tennis courts site would be a detriment to the area.

Response: Should these two sites be rezoned, staff would anticipate that the Boys & Girls Club would remain. It is an allowed use with the proposed zoning designations and there is a currently a lease with the City for the use of the land. That lease has approximately 12 more years before it would be renewed.

Should the tennis courts be removed from the City's Open Space Lands Program, the site would most likely be sold and the proceeds from the sale would be utilized for new tennis courts in the area. The community has been consistent with their opposition to the removal of open space on this corner. However, even if the land does remain in the open space program, there is still the question as to what will be done with the land. The community garden that is currently located on the site is not open to the general public, only to those who have reserved a spot in the garden. The site currently functions more a private use on public property than it does anything else. If new tennis courts are built, new lighting will be installed and lighting has been a concern to the residents on Sugarmont. There will also continue to be the issue for homeless in the area if it was to remain part of Fairmont Park. In addition, because the tennis courts have not been maintained for some time, the City Council will also need to make funding a priority for whatever public use there is to keep the site maintained.

Staff does continue to recommend that this site be rezoned due to its proximity to the streetcar line and because development of the site could be an asset to the community. Many of the concerns expressed by the residents (lighting, noise, etc.) could be mitigated so they do not have such an impact on the residences along Sugarmont.

2. Tennis Courts needed to be revamped and improved not removed from the area.

Response: Staff has had discussions with staff members from Public Services who are responsible for the tennis courts. They have indicated that the size of the current courts are not full regulation size and if they were to be replaced, full regulation size courts would need to be put in. This would reduce the number of courts and the fences surrounding them would be lowered and new lighting would be installed. There is a possibility that they can be relocated within the Sugar House community and they will be should the City Council decide to remove this land from the City's Open Space program.

In addition, these courts have not been maintained for several years. Planning staff would question of they were to remain if the funds would be available to maintain the tennis courts into the future.

3. Parks space was in short supply and should remain in the area.

Response: This part of the park is not currently open to the public. The area is locked due to past concerns with items being removed from the community garden. Should the tennis courts be removed from the open space program, approximately 2.4 acres of open space will be lost. However, with the improvements to the streetcar corridor between 500 East to the end of the line at McClelland, approximately 5.6 acres of new open space will be provided within the Sugar House community for a gain of approximately 3.2 acres. While this type of open space is lineal, it does provide more open and accessible space than the current location of the tennis courts.

4. Don't rush to develop park area, wait for the streetcar to be put in place and see what happens.

Response: The streetcar will be operational in December. Because of the requirements of the disposition of the land, if it were to be removed, it would not be until the time of the streetcar

being operational. Staff does anticipate that this site would most likely develop as a residential development as most commercial business will locate further north and east in the Sugar House Business District. A small coffee or flower shop might be incorporated into the development. It is also possible that an office building could develop on the site.

5. Proposed plan did not follow the idea of the Sugar House Master Plan promoting small and locally owned businesses.

Response: The proposed zoning is consistent with the goals and policies of the Sugar House Master Plan. Most of the areas where the rezoning is proposed already have small and locally owned businesses. They have not objected to the proposed changes.

6. Development should be sustainable.

Response: The city has several regulations within the Zoning Ordinance and other sections of the City Code that encourage sustainable development. With this specific proposal, there are several sustainable regulations such as: reduced parking, pedestrian connections to encourage walking, public and private open space requirements, bicycle parking for all uses, open to utilize landscaping with lower watering needs, various shade structures, wider sidewalks and parkways to encourage parking, and open space in the streetcar corridor.

7. Petition didn't correctly reflect the preferred option of the community.

Response: The main concern that has been expressed by the community is the southeast corner of 900 East and Sugarmont Drive, the tennis courts and Boys & Girls Club. The preferred option for this site is to not rezone it and the reason why staff feels it is appropriate has been discussed above.

8. Rezoning does not make sense.

Response: The proposed form based zoning is very similar to the current Transit Station Area zoning designations along North Temple and 400 South. Development has been occurring in these areas and there has been little resistance to these regulations. All of the proposed zoning changes are based on the visioning study that was done by the consultants for the City and accepted by the community. The zoning incorporates the best practices for development around the transit lines and stations and how it can provide people with options on how they move, where and how they live and interact with their community.

9. Public outreach had not been done correctly.

Response: Since the petitions were initiated last year, several opportunities have been provided for public input.

- Open Houses – approximately 35 participants
- Sugar House Community Council meetings – approximately 50 participants
- Sugar House Land Use Committee meeting – approximately 15 participants
- Resident and property owner meetings – approximately 30 participants
- Open City Hall – approximately 15 participants

10. Zoning should be done by the area or street not as a whole for the entire community.

Response: The proposed zoning regulations are for a specific area, that area in and around the streetcar corridor. These regulations do not apply to the entire Sugar House area or any other part of the City. The location of the zoning is very specific.

11. Building height, in some areas, may be a large issue particularly next to existing residential areas.
Response: Regulations have been incorporated into the proposed zoning regulations to create the least amount of impact on existing residential areas. Upper level setbacks are required so that a tall building is not built right on the property line next to an existing residence. The plan is designed and written to protect the existing residential communities.
12. Some areas may create undesirable hideaway spots.
Response: This could be said for any part of the City regardless of the zoning regulations. There are always landscaped areas or areas behind building walls that are potential hideaway spots. However, the zoning regulations incorporate practices commonly referred to as ‘Crime Prevention Through Environmental Design’, including increasing the number of eyes on the street, requiring entrances close to the street, etc.
13. Boys and Girls Club needed to remain in the area and be promoted rather than taken away.
Response: The Boys & Girls Club will be a permitted use with the proposed zoning. They will not become a non-conforming use as a result of this proposal. Changing the zoning will not result in a change in how they operate. In addition, if the City were to declare the tennis court portion of the property surplus, it would be subdivided off of the rest of the property so that the tennis courts and the Boys and Girls Club would be on separate parcels of land.
14. Large buildings would create light and noise pollution for neighboring properties.
Response: Various ordinances are in place to protect neighboring properties from noise and light pollution. These ordinances will not be changed as a result of this proposal and any new development would have to comply with all applicable city ordinances. The proposed zoning regulations have additional setback requirements for buildings over a certain height, the purpose of which is to reduce the impact that taller buildings have on adjacent properties.
15. Up-zoning is not always the best option for an area like Wilmington (between 600-700 East).
Response: Based on comments received during the public outreach process, a portion (about half) of Wilmington Avenue was modified with the lower intensity zoning classification of FB-SE. Due to the proximity of Wilmington Avenue between the streetcar line and the more intensive development at 2100 South and 700 East, it is a good transition area for the community. In fact, two property owners who live on Wilmington did contact staff directly and expressed their support for the more intensive zoning classification.
16. Greenway should become a street way.
Response: The streetcar corridor has been designated as a Greenway Street and includes specific regulations that address how buildings address the street car corridor and the greenway. .
17. Regarding properties along the streetcar corridor between Wilmington and the greenway, there is half block that should be zoned FB-SC to maintain consistency with the intensity of surrounding properties and all properties in that area should be included in the FB-SC zoning.
Response: Changing these areas all to the FB-SC zoning designation has been considered by staff. However since there has been a considerable amount of public notification for this project with this area always noted as the lower intensity designation, staff would be concerned that an adjacent property might support the lower intensity designation and not the higher. We would

not be able to determine that unless adjacent property owners had an opportunity to weigh in this change. In addition, transitioning to less intense development the closer you get to 600 East creates a better sense of compatibility with the west side of 600 East. The Planning Division recommends proceeding as is.

18. Setbacks should be done by measuring the curb to building dimensions rather than a set footage to allow the buildings to create the edge

Response: The practice has always been to measure the setback from the property line. Introducing a new method for measuring setbacks in the code could cause some confusion not only the plan reviewers, but the public as well. The space between curb and property line varies from property to property and from street to street. Measuring setbacks in this way creates an increase in the amount of labor required to administer the code and creates more opportunity for errors in doing so. Due to the variety in width of park strips and sidewalks, measuring from curb to building could also result in buildings encroaching onto public property. In places with small park strips and narrow sidewalks, it also prevents the future expansion of spaces for pedestrians. Staff has strong opposition to this type of change.

19. Allow for wider sidewalks.

Response: Wider sidewalks have been provided for in the proposed regulations.

20. Parking needed to reflect the property use.

Response: Due to the nature of the streetcar and desire to have this area a more pedestrian friendly destination, parking is limited for all uses and in fact, there is no minimum parking requirement. It is understood that some business do need to demonstrate that parking is available in order to receive financing for developments, and a maximum amount of parking is noted in the zoning regulations. Staff would not recommend changing this requirement, especially in close proximity to the line. Those uses that require large amounts of parking, such as a large retail establishment are either prohibited by the proposed regulations or would be unlikely to give up excess parking to meet the maximum parking requirement..


A few minor changes have been proposed to the text of the proposed zoning ordinance since the last meeting. The changes are noted below and a revised proposed ordinance has been attached to this staff report.

21. Table 21A.27.040.G.5 – Building Entry Standard (page 11 of 25 of the ordinance)

Standard	All Building Forms
Building Entry	Minimum of one building entry per street frontage, on an identified street type . An additional entry feature is required for every 75 feet of building wall adjacent to an established street. Side entries for multiple dwelling unit buildings are permitted provided there is at least one primary entrance facing a public street. Each entry shall be a true entry into the building and not limited to only an access door.

This wording was added to ensure that properties along the Greenway Street Type open up to and interact with the streetcar greenway corridor.

22. 21A.27.040.M – Signs (page 17 or 25 of the ordinance)

 A-Frame Sign	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of two feet.
	Height	Maximum of three feet.
	Obstruction Free Area	Minimum of eight feet must be maintained at all times for pedestrian passage.
	Location Permitted	<u>Private property or a public street. Signs are allowed on the streetcar corridor but shall be located outside of the Parley's Trail right-of-way.</u>

This wording was added to ensure that signs are kept out of the area of Parley's Trail.

23. 21A.27.040.N.b.3 – Fences and Retaining Walls (page 20 of 25 of the ordinance)

3) All fences, walls and retaining walls along the Greenway Street should be modified to meet the above requirements whenever modifications require compliance with this chapter of the zoning ordinance.

This section was added to ensure that fences and walls along the Greenway are modified when the development threshold for this chapter occurs. This section is intended to make the greenway or streetcar corridor more open.

24. 21A.270.040.P – Permitted Uses (page 23 of 25 of the ordinance)

'Dwelling, single-room occupancy' has been removed from the use of permitted uses based on comments received from the public.

Meeting Notification for July 10, 2013 Planning Commission Meeting

The public hearing on May 22, 2013 was not closed that evening but continued to a future meeting. Therefore, no new notices were mailed to adjoining property owners and residents and the notice was not published again in the newspaper. The agenda was sent out through the Planning Division's listserve and the agenda was posted on the City and State websites.

Notice of the public hearing for the proposal includes:

- Public hearing notice posted on City and State websites on June 27, 2013.
- Public hearing notice emailed to the Planning Division listserve on June 27, 2013.

Analysis and Findings

The analysis and findings for the master plan changes, zoning map changes and zoning text changes have not changed since presented in the last staff report. Please refer to the report from the May 22, 2013 for the full analysis:

<http://www.slcdocs.com/Planning/Planning%20Commission/2013/576.pdf>

Commission Options

PLNPCM2012-00576 and PLNPCM2012-00577 – Sugar House Streetcar

July 3, 2013

The proposed Sugar House Streetcar Zoning and Master Plan Amendment project is a reflection of the community's vision for streetcar corridor. The creation of the plan was done with the visioning process completed a few years ago as the basis of the regulations and standards. Once these items were identified, a series of best practices that were applicable to the community's vision were incorporated into the plan to guide future development in a manner that can help turn the community vision into reality. While there are many options in terms of how to address land use, the draft Sugar House Streetcar Zoning and Master Plan Amendment represent the preferred option of the community and Planning Division staff. Other options are:

- Make no changes to the existing master plan and development regulations and allow development to continue in the manner that it currently is;
- Make consistent changes that would apply to the entire corridor; and
- Make limited changes to streetcar corridor only adjacent to the streetcar line.

After analyzing the comments from the community, the desire for a different type of development along the streetcar corridor eliminated the option to make no changes. If the proposed Sugar House Streetcar Zoning and Master Plan Amendment were not adopted, the existing policies and regulations would remain in effect. Community input and existing conditions indicate that there are unique situations and characteristics of this area that a one size fits all approach could not capitalize on the unique assets in and around the streetcar corridor. Making limited changes near the streetcar corridor only would not provide enough land area to accommodate future projected growth.

Potential Motions

Consistent with Staff Recommendation: Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission transmit a favorable recommendation to the City Council relating to this request to amend the Sugar House Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along and adjacent to the Sugar House Streetcar Corridor.

Not Consistent with Staff Recommendation: Based on the testimony, plans presented and the following findings, I move that the Planning Commission transmit a negative recommendation to the City Council relating to this request to amend the Sugar House Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along and adjacent to the Sugar House Streetcar Corridor.

Attachment A

Updated Proposed Zoning Text Changes

Chapter 21A.27 Form Based Zoning Districts

21A.27.040 Streetcar Corridor District (FB-SC and FB-SE)

A. Purpose Statement:

The purpose of the FB-SC and FB-SE Streetcar Corridor Zoning Districts are to create people oriented neighborhoods along the City's streetcar corridors that provide the following:

1. People oriented places;
2. Options for housing types;
3. Options for shopping, dining, employment and fulfilling daily needs within walking distance or conveniently located near transit;
4. Transportation options;
5. Appropriately scaled buildings that activate the district areas while respecting the existing character of the neighborhood; and
6. Safe, accessible, interconnected networks for people to move around in.

B. Context Description:

The form based Streetcar Corridor Districts are intended to be utilized near the vicinity of a streetcar corridor or other transit corridors with similar development characteristics and restraints. It is appropriate in areas with the following characteristics:

1. Street, Block and Access Patterns: a regular pattern of blocks surrounded by a traditional grid of streets that provide mobility options and connections for pedestrians, bicyclists, and automobiles. Blocks include sidewalks separated from the vehicle travel lanes by a landscaped park strip. Front yards are landscaped or include active, outdoor uses. Streets are classified based on their ability to serve pedestrians, cyclists and automobiles.
2. Building Placement and Location: Buildings are generally located close to the sidewalk, trail or public walkway with a small, transitional, semi-public space, such as a landscaped front yard, that is consistent along the block face. Certain development regulations are determined based on the street frontage that a property is located on. Properties may have multiple frontage types and the specific regulations apply to each frontage.
3. Building Height: Building heights on Greenway, Pedestrian, and Neighborhood streets are relatively low and consistent with existing building heights. Buildings located on Access streets are generally taller.
4. Mobility: A balance between pedestrians, bicyclists, transit riders, and motorists exists in the area, and residents are well connected to other parts of the City. The classification of streets in the area determines what type of transportation is a priority. To guarantee access to private property, automobile and service access is required on some Pedestrian and Neighborhood Streets.

C. Sub-Districts:

The following sub-districts can be found in the form based Streetcar Corridor Districts:

1. FB-SC Streetcar Core Sub-District:

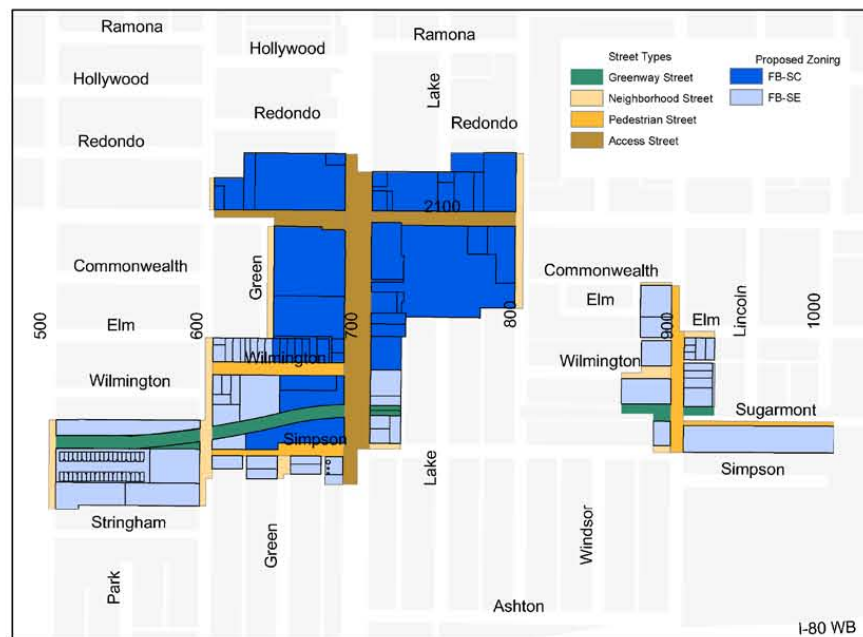
The FB-SC streetcar core sub-district contains the most intensive level of development in the vicinity of the streetcar. Buildings are generally six to seven stories in height and are supported by multiple street types so that they pedestrians, bicyclists and drivers have access to the properties within the area. Development standards are based on building type.

2. FB-SE Streetcar Edge Sub-District:

The FB-SE streetcar edge sub-district is intended to provide an appropriate transition in building size and scale between existing neighborhoods and the Core area. Buildings may be up to four stories in height, with appropriate setbacks when adjacent to lower scale residential neighborhoods. Development regulations are based on building type, with the overall scale, form and orientation as the primary focus.

3. Applicability of Sub-Districts: The regulations of the sub-districts shall apply as indicated in the Regulating Plan Map.

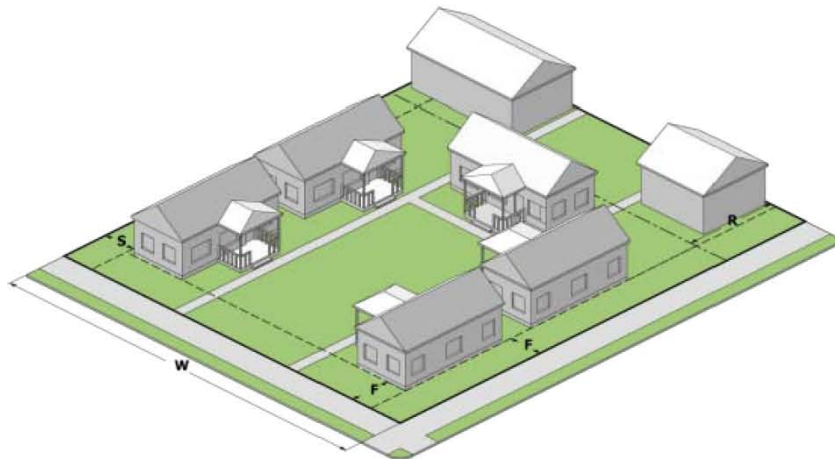
21A.27.040.C Regulating Plan Map



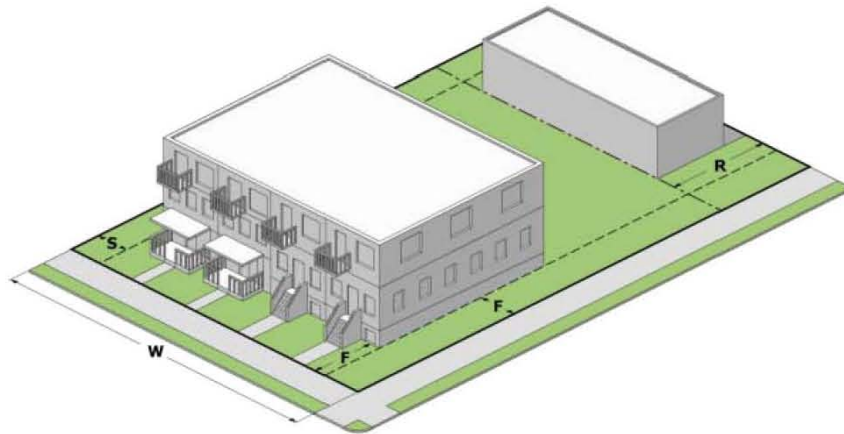
D. Building Forms:

1. Permitted building forms are described below. Each building form includes a general description and definition, as well as images of what the building form may look like. Building form images are for informational purposes only and not intended to demonstrate exactly what must be built. The images should be used to classify existing and proposed buildings in order to determine what development regulations apply. The images are not to scale. They should not be used to dictate a specific architectural style as both traditional and contemporary styles can be used.

- a. Cottage Development: A unified development that contains two or more detached dwelling units with each unit appearing to be a small single-family dwelling with a common green or open space.

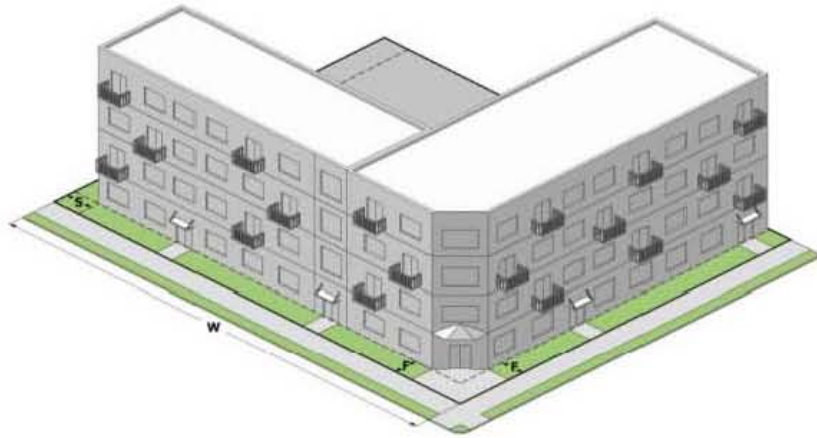


- b. Row House: A series of attached single family dwellings that share at least one common wall with an adjacent dwelling unit. A Row House development contains a minimum of three residential dwelling units. Each unit may be on its own lot. Parking can be located behind the residential structure or at the ground level of the building with living space located above it.

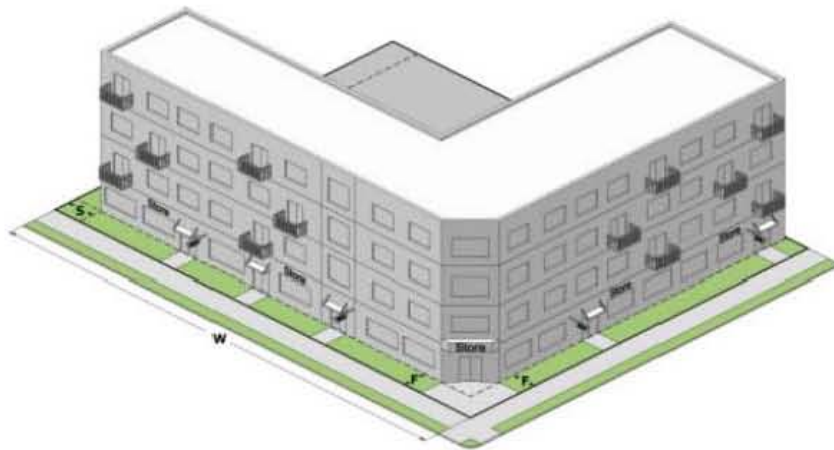


- c. Multi-Family Residential: A multi-family residential structure containing three or more dwelling units that may be arranged in a number of configurations.





- d. Vertical Mixed Use: A multi-story building that contains a mix of commercial and/or office with residential uses.



E. Street Types

1. Street Types Intent: The intent of identifying specific types of streets in the streetcar districts is to:
 - a. Ensure that a hierarchy of transportation is established;
 - b. Guarantee access to private property; and
 - c. Determine the appropriate manner in which buildings address streets.
2. Street Types Established: The following types of streets are hereby established. The location and applicability of Street Type regulations are shown on map 21A.27.040.C Regulating Plan Map.
 - a. Greenway Street: Streets that contain a streetcar line and stops and various types of multi-use trails. Greenway streets may provide access for pedestrians and bicycles. Automobiles are not permitted on Greenway streets.
 - b. Neighborhood Street: Neighborhood streets are intended to serve the adjacent neighborhoods and are generally considered local streets. Automobile access may be provided to each individual lot. Access to certain building forms is not permitted from a Neighborhood street unless the property only has frontage on a Neighborhood street.
 - c. Pedestrian Street: Pedestrian streets are those streets that are designed to accommodate a high number of pedestrians. Automobile access to private property may be permitted. Pedestrians are the priority.
 - d. Access Street: Access streets are designed to provide automobile and service access in a manner that balances the needs of automobiles and pedestrians.

F. Specific Intent of Regulations

1. Building Form Standards:
 - a. Encourage building forms that are compatible with the neighborhood and the future vision for the neighborhood by acknowledging there will be different scaled buildings in the area;
 - b. Arrange building heights and scale to provide appropriate transitions between buildings of different scales and adjacent areas, especially between different sub-districts.
 - c. Guide building orientation through setbacks and other requirements to create a consistent street edge, enhance walkability by addressing the relationship between public and private spaces, and ensure architectural design will contribute to the character of the neighborhood;
 - d. Use building form, placement, and orientation to identify the private, semi-private, and public spaces;
 - e. Minimize the visual impact of parking areas; and
 - f. Minimize conflicts between pedestrians, bicyclists, and vehicles.

2. Design Related Standards:

- a. Implement applicable master plans;
- b. Continue the existing physical character of residential streets while allowing an increase in building scale along identified types of streets;
- c. Arrange buildings so they are oriented towards the street or the greenway in a manner that promotes pedestrian activity, safety, and community;
- d. Provide human-scaled buildings that emphasize design and placement of the main entrance and exit of the building on street facing facades;
- e. Provide connections to transit through public walkways;
- f. Provide areas for appropriate land uses that encourage use of public transit and are compatible with the neighborhood, and
- g. Promote pedestrian and bicycle amenities near transit facilities to maximize alternative forms of transportation.
- h. Screening: All building equipment and service areas, including on grade and roof mechanical equipment and transformers that are readily visible from the public right of way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact, or enclosed as to appear to be an integral part of the architectural design of the building.

G. Building Form Standards

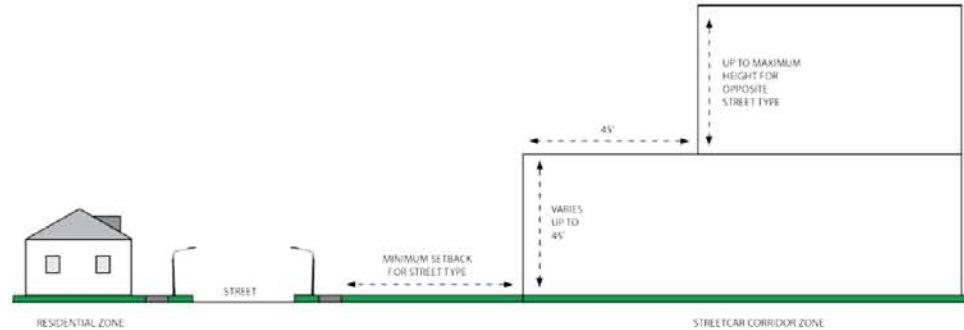
1. The provisions of this section shall apply to all properties located within the FB-SC and FB-SE zoning districts as indicated on the map in subsection C above.
2. Building form and street type standards apply to all new buildings and additions when the new construction related to the addition is greater than 25% of the footprint of the structure or 1,000 square feet, whichever is less. Refer to section 21A.27.040.H for more information on how to comply with the Building Configuration Standards. The graphics included provide a visual representation of the standards as a guide and are not meant to supersede the standards in the tables. Only building forms identified in the table are permitted.
3. Streetcar Core Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District.

Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District

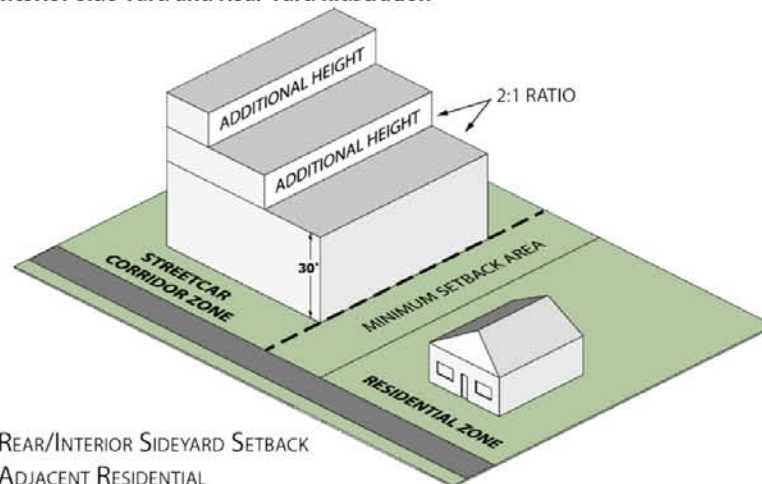
			Building Form		
Building Height and Placement			Multi-Family Residential	Mixed Use	Store Front
H	Height (per street type) measured from established grade	Greenway	Minimum of 2 stories. Maximum of 45 feet.		
		Neighborhood	No minimum. Maximum of 45 feet.		
		Pedestrian	Minimum of 2 stories. Maximum of 105 feet.		
		Access	Minimum of 2 stories. Maximum of 105 feet.		
	Special Height Provisions for multiple frontage properties		For properties that have frontage on multiple streets type with different maximum height requirements, the lower of the maximum heights applies to a horizontal measurement equal of the lower of the two heights measured from the building setback. See illustration below.		
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.		
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.		
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.		
		Access	Minimum of 15 feet. Maximum of 25 feet.		
B	Required Build-To		Minimum of 50% of any street facing façade shall be built to the minimum setback line		
S	Interior Side Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.		
R	Rear Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.		
I	Minimum Lot Size		4,000 square feet; not to be used to calculate density		
W	Minimum Lot Width		50 feet		

DU	Dwelling Units per Building Form	No minimum or maximum
BF	Number of Building Forms per Lot	One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.

Special Height Provision for Multiple Frontage Properties Illustration



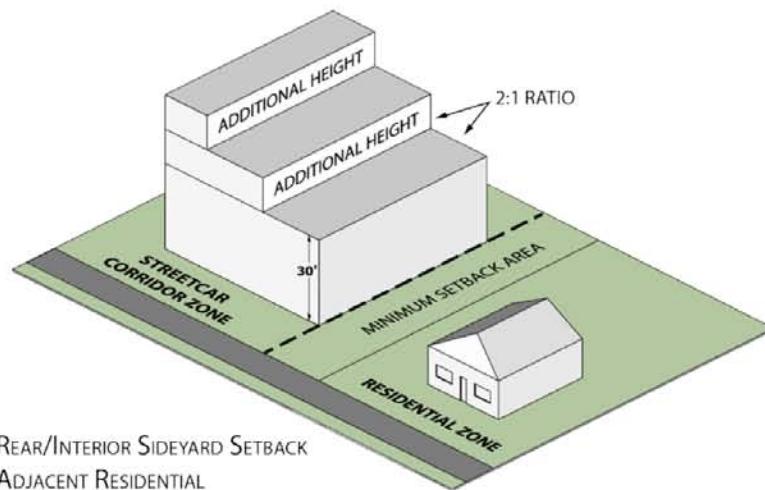
Interior Side Yard and Rear Yard Illustration



4. Streetcar Edge Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.4 Building Form Standards Streetcar Core Sub-District.

Table 21A.27.040.G.4 Building Form Standards Streetcar Edge Sub-District

			Building Form			
Building Height and Placement			Row House	Cottage Development	Multi-Family Residential	Mixed Use
H	Height <i>(per street type) measured from established grade</i>	Greenway	Maximum of 45 feet.			
		Neighborhood	Maximum of 45 feet.			
		Pedestrian	Maximum of 45 feet.			
		Access	Minimum of 2 stories. Maximum of 45 feet.			
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.			
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.			
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.			
		Access	Minimum of 15 feet. Maximum of 25 feet.			
B	Required Build-To		Minimum of 50% of street facing façade shall be built to the minimum setback line			
S	Interior Side Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.			
R	Rear Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.			
I	Minimum Lot Size		4,000 square feet; not to be used to calculate density			
W	Minimum Lot Width		50 feet			
DU	Dwelling Units per Building Form		No minimum or maximum			
BF	Number of Building Forms per Lot		One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.			



REAR/INTERIOR SIDEYARD SETBACK
ADJACENT RESIDENTIAL

5. Streetcar Design Standards: Design standards are listed below in Table 21A.27.040.G.5 Design Standards for all streetcar sub-districts.



Table 21A.27.040.G.5 Design Standards for all Streetcar Sub-Districts





Standard	All Building Forms
Building Entry	Minimum of one building entry per street frontage, on an identified street type. An additional entry feature is required for every 75 feet of building wall adjacent to an established street. Side entries for multiple dwelling unit buildings are permitted provided there is at least one primary entrance facing a public street. Each entry shall be a true entry into the building and not limited to an access door.
Pedestrian Connections	Pedestrian access to public walkway is required.
Ground Floor Transparency	Minimum of 60% of street facing façade, located between two and eight feet above the grade of the sidewalk, shall be transparent glass. This may be reduced to 30% if ground floor is occupied by residential uses.
Open Space	A minimum of 10% of lot area shall be provided for open space. Open space may include landscaped yards, patios, dining areas, balconies, rooftop gardens, and other similar outdoor living spaces. Required parking lot landscaping or perimeter parking lot landscaping shall not count towards the minimum open space requirement.
Upper Level Outdoor Space	All street facing residential units above the ground floor shall contain a usable balcony that is a minimum of four feet in depth. Balconies may overhang any required yard.
Building Façade Materials	A minimum of 70% of the ground floor of any street facing building facade shall be clad in glass, brick, masonry, textured or patterned concrete, metal, wood, or stone. Other materials may count up to 30% of the street facing building façade

H. Building Configuration Standards Defined:

The building configuration standards are defined in this section. The defined standards in this section are intended to identify how to comply with the building configuration standards listed in the above tables:

1. Building entry: An entry will be considered to be the main entrance to a building intended for pedestrian use. Minimum of one main entry with an entry feature facing a public street or walkway. Buildings that front a public street and the streetcar corridor shall have one entry facing a street and one entry facing the streetcar corridor. Multi-family unit buildings shall have a minimum of one main entry with porch or stoop for at least one of the dwelling units facing a street. The main entry for the second dwelling unit may face the street, streetcar corridor, or side yard but also must have a porch or stoop entrance. Where required, the building entry must be one of the following:
 - a. Door on the same plane as street or streetcar facing façade.
 - b. Recessed Entry: Inset behind the plane of the building no more than 10 feet. If inset, then the sidewalls of the inset must be lined with clear glass if a commercial use. Opaque, smoked, or darkened glass is not permitted.
 - c. Corner Entrance: Entry that is angled or an inside corner located at the corner of two intersecting streets. If a corner entrance is provide, it shall count as being an entrance on both streets.
 - d. Encroachments: a permitted entry feature may encroach into a required yard provided no portion of the porch is closer than five feet to the front property line.
 - e. The following building entries are permitted as indicated:

Entry Feature permitted based on Building form type	Cottage Development	Row House	Multi-Family	Vertical Mixed Use	
Porch and Fence: A planted front yard where the street facing building façade is set back from the front property line with an attached porch that is permitted to encroach into the required yard. The porch shall be a minimum of six feet in depth. The front yard may include a fence no taller than three feet in height.	P	P	P		
Terrace or Lightwell: An entry feature where the street facing façade is setback from the front property line by an elevated terrace or sunken lightwell. May include a canopy or roof.	-	P	P	P	

Forecourt: An entry feature wherein a portion of the street facing façade is close to the property line and the central portion is set back. The court created must be landscaped, contain outdoor plazas, outdoor dining areas, private yards, or other similar features that encourage use and seating.	P	P	P	P	
Stoop: An entry feature wherein the street facing façade is close to the front property line and the first story is elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance contains an exterior stair and landing that is either parallel or perpendicular to the street. Recommended for ground floor residential uses.	P	P	P	P	
Shopfront: An entry feature where the street facing façade is close to the property line and building entrance is at sidewalk grade. Building entry is covered with an awning, canopy, or is recessed from the front building façade, which defines the entry and provides protection for customers.	-	-	P	P	
Gallery: A building entry where the ground floor is no more than 10 feet from the front property line and the upper levels or roofline cantilevers from the ground floor façade up to the front property line.	-	-	P	P	

2. Pedestrian Connections: When provided, the following pedestrian connection standards apply:

- The connection shall provide direct access from any building entry to the public sidewalk, streetcar corridor or walkway.
- The connection shall comply with American with Disabilities Act (ADA) standards for accessibility.
- The connection shall be fully paved and have a minimum width of four feet.
- The connection shall be separated from vehicle drive approaches and drive lanes by a change in grade and a wheel stop or curb if the walkway is less than eight feet wide when feasible
- Pedestrian connections that lead directly from the sidewalk to the primary building entrance may contain wing walls, no taller than two feet in height for seating, landscaping, etc.

3. Ground Floor Transparency: When provided, the ground floor transparency standards

apply:

- a. There must be visual clearance behind the glass for a minimum of six feet. Three-dimensional display windows at least six feet deep are permitted and may be counted toward the 60% glass requirement.
- b. Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment.
- c. The reflectivity in glass shall be limited to 18%.
- d. The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front facade, shall comply with these standards.

I. Cottage Development Standards:

1. Setbacks between Individual Cottages: All cottages shall have a minimum setback of eight feet from another cottage.
2. Footprint: No cottage shall have a footprint in excess of 850 square feet.
3. Building Entrance: All building entrances shall face a public street or a common open space.
4. Open Space: A minimum of 250 square feet of common, open space is required per cottage up to a maximum of 1,000 square feet. At least 50% of the open space shall be contiguous and include landscaping, walkways or other amenities intended to serve the residents of the development.

J. Design Standards Alternatives:

1. Alternatives to the minimum setback. Where a minimum setback standard applies, the following alternatives may count towards the minimum setback requirement as indicated.
 - a. Landscaping walls: landscaping walls between 24 inches and 42 inches high may count toward 25% of the minimum requirement provided the following:
 - 1) The ability to sit on the wall is incorporated into the design.
 - 2) The wall is constructed of masonry, concrete, stone or ornamental metal.
 - 3) The wall maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
 - b. Pergolas and trellis: Pergolas and trellis may count toward 25% of the minimum build to requirement provided the following:

- 1) The structure is at least 48 inches deep as measured perpendicular to the property line.
 - 2) A vertical clearance of at least eight feet is maintained above the walking path of pedestrians.
 - 3) Vertical supports are constructed of wood, stone, concrete or metal with a minimum of six inches by six inches or a radius of at least four inches.
 - 4) The structure maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
- c. Arcades: Arcades may count up to 100% of the minimum requirement provided the following:
- 1) The arcade extends no more than two stories in height.
 - 2) No portion of the arcade structure encroaches onto public property.
 - 3) The arcade maintains a minimum pedestrian walkway of four feet.
 - 4) The interior wall of the arcade complies with the Building Configuration standards.
- d. Plazas and Outdoor Dining: Plazas and outdoor dining areas may count towards up to 50% of the minimum requirement:
- 1) The plaza or outdoor dining is between the property line adjacent to the street or the streetcar corridor and the street facing building façade.
 - 2) Shall be within two feet of grade with the public sidewalk.
 - 3) The building entry shall be clearly visible through the courtyard or plaza.
 - 4) The building facades along the courtyard or plaza shall comply with the Ground Floor Transparency requirement.
2. Alternatives to the ground floor transparency requirement: The Planning Director may modify the ground floor transparency requirement in the following instances:
- a. The requirement would negatively impact the historical character of a building;
 - b. The requirement conflicts with the structural integrity of the building and the structure would comply with the standard to the extent possible.

K. Landscaping:

All required front yards or areas between a street facing building façade and a street shall be landscaped and maintained as landscaping. Plazas, courtyards, and other similar permitted features count towards the landscaping requirements.

1. Park Strip Landscaping: Park strip landscaping shall comply with section 21A.48.060 of this Title. Outdoor dining, benches, art, and bicycle racks shall be permitted in the park strip subject to City approval.

2. Landscaping in Required yards: Where a front yard or corner side yard is provided, the yard shall be landscaped and maintained in good condition. The following standards apply:
 - a. At least one-third (1/3) of the yard area shall be covered by vegetation, which may include trees, shrubs, grasses, annuals, perennials, or vegetable plants. Planted containers may be included to satisfy this requirement.
 - b. No vegetation shall block the clear view at any driveway or street intersection and shall not exceed 30 inches in height.
 - c. Asphalt as paving material located in a front yard or corner side yard is prohibited.
3. Parking lot landscaping: Surface parking lots with more than ten parking stalls shall comply with the following requirements:
 - a. Perimeter Landscaping Buffer. A seven foot wide perimeter landscaping buffer is required. The buffer shall be measured from the property line to the back of curb or edge of asphalt.
 - b. The landscaped buffer shall comply with Table 21A.48.070.G Required Perimeter Parking Lot Landscaping Improvements.
4. Any applicable standard listed in 21A.48 Landscaping shall be complied with. Where this section conflicts with 21A.48, this section shall take precedent.




L. Permitted Encroachments and Height Exceptions:



Obstructions and height exceptions are permitted as listed in this section or 21A.36.020.



1. Canopies: Canopies covering the primary entrance or entrances to a structure may extend into the right of way provided all City processes and requirements for right of way encroachments are complied with.
2. Projecting Shade Structures:
 - a. Projecting shade structures, such as awnings, marquees, window shades, trellises, and roof overhangs, may be used to provide articulation and regulate building temperature, especially along south facing building facades. When used, a projecting shade structure may extend up to 5 feet into a required yard or over the public street.
 - b. Projecting shade structures shall not block storefront or display windows, piers, columns, pilasters, architectural expression lines, or other prominent façade features.
 - c. If used over a sidewalk or walkway, projecting shade structures shall maintain a vertical clearance of ten feet above the adjacent sidewalk or walkway.

M. Signs:

1. **Applicability:** This section applies to all signs located within the FB-SC and FB-SE zoning districts. This section is intended to list all permitted signs in the zone. All signs noted below are allowed in either zoning district. All other regulations in chapter 21A.46 Signs apply.

 <p>A-Frame Sign</p>	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of two feet.
	Height	Maximum of three feet.
	Obstruction Free Area	Minimum of eight feet must be maintained at all times for pedestrian passage.
	Location Permitted	Private property or a public street. Signs are allowed on the streetcar corridor but shall be located outside of the Parley's Trail right-of-way.
 <p>Awning or Canopy Sign</p>	Specifications	
	Quantity	One per window.
	Width	Equal to the width of the façade or the window they are located adjacent to.
	Projection	No maximum depth from building façade, however, design subject to mitigation of rainfall and snowfall runoff, conflict avoidance with tree canopies, and issuance of encroachments permits where required.
	Clearance	Minimum of 10 feet of vertical clearance.
	Letters and Logos	Allowed on vertical portions of sign only.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
<p>Construction Sign, (see definition in 21A.46)</p>	Specifications	
	Quantity	One per construction site.
	Height	Maximum of 8 feet.
	Area	Maximum 64 square feet.
	Location Permitted	Private property or a public street or streetcar corridor.
 <p>Flat Sign</p>	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of 90% of width of leasable space.
	Height	Maximum of three feet.
	Area	1½ square feet per linear foot of store frontage.
	Projection	Maximum of one foot.

Nameplate Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Area	Maximum of three square feet.
Political Sign (see definition in 21A.46)	Specifications	
	Quantity	No limit.
	Height	Maximum six feet.
Private Directional Sign (see definition in 21A.46)	Specifications	
	Quantity	No limit.
	Height	Five feet.
	Restriction	May not contain business name or logo
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Projecting Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Area	Six square feet per side, 12 square feet total.
	Projection	Maximum of four feet from building façade.
Projecting Parking Entry Sign (see projecting sign graphic)	Specifications	
	Quantity	One per parking entry.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Height	Maximum of two feet.
	Area	Four square feet per side, eight square feet total.
	Projection	Maximum of four feet from building façade.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
Public Safety Sign	Specifications	
	Quantity	No limit.
	Height	Maximum of six feet.
	Area	Eight square feet.
	Projection	Maximum of one foot.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

 Real Estate Sign	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Height	Maximum of four feet for residential signs. Maximum of six feet for commercial signs.
	Area	Eight square feet is the maximum for residential. 16 square feet is the maximum allowed for commercial.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.
 Window Sign	Specifications	
	Quantity	1 per window
	Height	Maximum of three feet.
	Area	Maximum of 25% of window area.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

N. Accessory Uses, Buildings and Structures:

1. **Applicability:** The standards in this section apply to all accessory uses, buildings and structures in all the FB-SC and FB-SE districts.
2. **General Standards:**
 - a. **Specifically allowed structures:**
 - 1) **Residential Buildings:** Garages, carports, sheds, garden structures, and other similar structures are permitted:
 - a) Accessory buildings are permitted in rear yards only. Buildings associated with community gardens and urban farms are permitted in the buildable area of any lot and any rear yard area
 - b) No accessory structure shall exceed fifty percent (50%) of the footprint of the principal structure. Garages and carports may be built to a size necessary to cover parking spaces provided all other requirements in this chapter are complied with.
 - c) **Building Height:** No accessory structure shall exceed 17 feet in height to the top of the ridge unless otherwise authorized in this Title.
 - d) **Required Setbacks**
 - I. **Setbacks along Established Streets**
 - a) **Greenway Streets:** not permitted within 15 feet of a property line.
 - b) **Pedestrian Streets:** Not permitted between

- property line and principal structure.
 - c) Access Streets: Permitted in a corner side yard provided the accessory structure is located at least 10 feet behind the street facing façade of the principal structure.
 - d) Neighborhood Street: Permitted in a corner side yard provided the accessory structure is located behind the street facing façade of the principal structure.
 - II. From side property line: A minimum of one foot.
 - III. From any rear property line: A minimum of one foot.
 - IV. From any property line: A minimum of one foot.
 - V. From the street facing plane of any principal building: A minimum of 10 feet.
 - b. Fences, walls and retaining walls: The following regulations of fences and walls apply:
 - 1) Fences along Established Streets:
 - a) Greenway Street: Permitted in front and corner side yard to a maximum height of three feet. Fences up to six feet in height may be located a minimum of 15 feet from the street property line. Special exceptions for additional height are not authorized.
 - b) Pedestrian Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - c) Access Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - d) Neighborhood Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - 2) Permitted materials: fences and walls may be constructed of the following materials: wood, metal, stone or masonry. Chain link, vinyl, or synthetic wood products are permitted fence materials only along interior side yards or in rear yards.
 - 3) All fences, walls and retaining walls along the Greenway Street should be modified to meet the above requirements whenever modifications require compliance with this chapter of the zoning ordinance.
 - c. Urban Agriculture structures: Hoop houses and cold frames are permitted in any yard up to a height of 24 inches.

- d. Structures not listed: Accessory structures not listed in this chapter may be permitted as a special exception pursuant to 21A.52. All other requirements, including location requirements found in this section shall be complied with.

O. Parking Regulations:

1. Intent: The intent of parking regulations for the FB-SC and FB-SE zoning district is to provide necessary off street parking while limiting the amount of land dedicated to parking.
2. Minimum Parking Requirements: There are no minimum parking requirements for any use in the FB-SC and FB-SE zoning districts.
3. Maximum Parking Requirement: The maximum parking requirement is equal to the minimum off street parking requirements found in chapter 21A.44.
4. Parking and Established Streets: The regulations in Table 21A.27.040.O.4 Parking and Established Streets apply to properties that have frontage on established streets.

Table 21A.27.040(O)(4)

	Greenway Street	Neighborhood Street	Pedestrian Street	Access Street
Vehicle access location	Not permitted.	Only permitted when Access Street is not accessible. One driveway per building form.	Only permitted when Access Street is not accessible.	One driveway per building form or one driveway for every 100 feet of frontage.
Driveway width	Not applicable.	Maximum of 24 feet.		Maximum of 30 feet.
Curb Radius	Not permitted.	5 feet	10 feet	20 feet
Surface Parking in Front or Corner Side Yard	Permitted if setback a minimum of 15 feet and screened.	Not permitted		
Minimum Sidewalk width	Not applicable.	10 feet		
Minimum park strip width	Not applicable.	8 feet		

5. Parking Design Standards: Other than the parking standards identified in this section, all sections of chapter 21.44 Parking shall apply.

6. Bicycle Parking: Bicycle parking shall be as follows:

- a. Residential Uses: Three bicycle stall for every five residential dwelling units. If four or more bicycle stalls are provided, 50% of the stalls shall be located so they are available for public use.
- b. Non-Residential Uses: Bicycles stalls for non-residential uses shall be provided as follows:

- 1) Retail and Restaurant: One bike stall per 2,500 square feet of gross area.
- 2) Office: One bike stall for every 1,500 square feet of gross area.

If four or more bicycle stalls are provided, 50% of the stalls must be located so they are available for public use.

- c. Bicycle Stall Design Standards: All bicycle parking stalls shall comply with the following standards:

- 1) Each bicycle parking space shall be sufficient to accommodate a bicycle at least six feet in length and two feet wide.
- 2) Include some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be secured using a locking device.
- 3) Bicycle parking for public use shall be located as close to the primary building entrance as possible.
- 4) Bicycle parking for public use shall be located within twenty five feet of a public sidewalk so parked bicycles can be seen from either a storefront window or street.
- 5) Bicycle parking shall be illuminated when located outside of enclosed building. Illumination may be provided by lights attached to the building, lights from inside the building or from other outdoor lighting.
- 6) A minimum five feet of clear space shall be provided around the bicycle parking to allow for safe and convenient movement of bicycles.
- 7) Bicycle parking may be located inside of the principal building or an accessory structure that is legally located provided at least 50% of the required bicycle parking is located where it may be used by the public.

P. Permitted Land Uses:

- 1. Applicability: The table of permitted uses applies to all properties in the FB-SC and FB-SE zoning districts:

Draft Streetcar Rezoning

Page 22 of 25

Updated: June 17, 2013

- a. Permitted Uses: A use that contains a P in the specific sub-district is permitted in the sub-districts.
- b. Uses not listed: Uses not listed are prohibited unless the Zoning Administrator has made an Administrative Interpretation that a proposed use is more similar to a listed permitted use than any other defined use. A use specifically listed in any other land use table in Title 21A that is not listed in this section is prohibited.
- c. Building Form: Uses that are included in the description of each Building Form are permitted in the sub-district where the Building Form is permitted.

Table 21A.270.040.P Permitted Uses

Use	FB-SC and FB-SE
Accessory use, except those that are specifically regulated in this chapter, or elsewhere in this title	P
Alcohol, microbrewery	P
Alcohol, social club	P
Alcohol, tavern or brewpub, 2,500 square feet or less in area	P
Animal, veterinary office	P
Antenna, communication tower	P
Art gallery	P
Bed and breakfast	P
Bed and breakfast inn	P
Bed and breakfast manor	P
Clinic (medical, dental)	P
Community garden	P
Daycare center, adult	P
Daycare center, child	P
Dwelling, assisted living facility (large)	P
Dwelling, assisted living facility (small)	P
Dwelling, cottage	P
Dwelling, group home (large)	P
Dwelling, group home (small) when located above or below first story office, retail, or commercial use, or on the first story where the unit is not located adjacent to street frontage	P
Dwelling, multi-family	P
Dwelling, residential substance abuse treatment home (large)	P
Dwelling, residential substance abuse treatment home (small)	P
Dwelling, rooming (boarding) house	P
Dwelling, single-family attached (Row House building only)	P
Dwelling, transitional victim home (large)	P
Dwelling, transitional victim home (small)	P
Eleemosynary facility	P

Farmers' market	P
Financial institution	P
Funeral home	P
Hotel/motel	P
House museum in a landmark site	P
Laboratory (medical, dental, optical)	P
Library	P
Mixed use developments including residential and other uses allowed in the zoning district	P
Museum	P
Nursing care facility	P
Office, medical or dental	P
Office and/or reception center in landmark site	P
Open space	P
Park	P
Parking, off-site	P ¹
Photo finishing lab	P
Place of worship	P
Plazas and squares	P
Recreation, commercial (indoor)	P
Recreation, community center	P
Recreation, health and fitness facility	P
Research and development facility	P
Research facility (medical/dental)	P
Restaurant	P
Retail goods establishment	P
Retail goods establishment, plant and garden shop with outdoor retail sales area	P
Sales and display (outdoor)	P
School, college or university	P
School, music conservatory	P
School, professional and vocational	P
School, seminary and religious institute	P
Seasonal farm stand	P
Solar array	P
Store, specialty	P
Studio, art	P
Studio, dance	P
Theater, movie	P
Urban farm	P
Utility, building or structure	P
Utility, transmission wire, line, pipe or pole	P
Vending cart, private property	P
Wireless telecommunications facility (see Table 21A.40.090.E of this title)	P

Footnotes:

1. Parking, Off-Site is only permitted on parcels that contain a principal building and shall comply with the parking requirements identified in the Building Form Standards section. No principal building shall be demolished to accommodate off-site parking. Consideration to allow off-site parking will be made when it is part of a larger cohesive development presented as one project to the City

- 5f. **Excerpt of approved Planning Commission minutes from the July 10, 2013 Planning
Commission meeting**

**Excerpt of
SALT LAKE CITY PLANNING COMMISSION MEETING
Room 126 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, July 10, 2013**

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [6:02:52 PM](#). Audio recordings of the Planning Commission meetings are retained in the Planning Office for an indefinite period of time.

Present for the Planning Commission meeting were: Chairperson Michael Gallegos; Commissioners Lisa Adams, Michael Fife, Bernardo Flores-Sahagun, Clark Ruttinger, Marie Taylor, Matthew Wirthlin and Mary Woodhead. Vice Chair Emily Drown and Commissioner Angela Dean were excused.

Planning Staff members present at the meeting were: Wilford Sommerkorn, Planning Director; Nick Norris, Planning Manager; Wayne Mills, Senior Planner; Daniel Echeverria, Principal Planner; Michelle Moeller, Senior Secretary and Paul Nielson, City Land Use Attorney.

FIELD TRIP NOTES:

A field trip was held prior to the work session. Planning Commissioners present were: Lisa Adams, Bernardo Flores-Sahagun, Michael Gallegos, Clark Ruttinger and Marie Taylor. Staff members in attendance were Nick Norris, Wayne Mills and Daniel Echeverria.

The following locations were visited:

- **Yale Avenue** - Staff reviewed the proposal. The Commission asked if it was indoor space. Staff stated no it would include a roof but would be open on the side.
- **American Avenue Alley Closure** - Staff reviewed the proposal. The Commission asked about the UTA Rail Corridor and the use on the site adjacent to the alley.
- **Over Height Fence** - Staff gave an overview of the proposal. The Commission asked about the height of the fence at the driveway.

[7:52:15 PM](#)

Sugar House Streetcar Rezoning and Master Plan Amendment - Sugar House Streetcar Zoning and Master Plan Amendment - Mayor Ralph Becker is requesting the City adopt new zoning regulations for the development of parcels in and around the vicinity of the Sugar House Streetcar line. The proposed regulations will be a new section of the Zoning Ordinance in Chapter 27. Related provisions of Title 21A -

Zoning maybe also be amended as part of this application. In addition to the proposed zoning changes, text changes are proposed to the Sugar House Master Plan related to the streetcar corridor. The project is located within Council District 7, represented by Soren Simonsen. (Staff contact: Maryann Pickering at (801) 535-7660 or maryann.pickering@slcgov.com. Case numbers: PLNPCM2012-00576 and PLNPCM2012-00577).

Mr. Nick Norris, Planning Manager, reviewed the petition as presented in the Staff Report (located in the case file). He stated it was Staff's recommendation that the Planning Commission transmit a favorable recommendation to the City Council regarding the petition.

The Commission and Staff discussed the allowed height for buildings in the area.

PUBLIC HEARING [8:00:18 PM](#)

Chairperson Gallegos opened the Public Hearing.

Ms. Judy Short, Sugar House Community Council, made the following comments:

- Historic Preservation tools should be built into the code.
- Architectural standards should be written in addition to the building form standards.
- New construction should draw on the architecture character of the area.
- Parking was a problem.
- New construction should reflect what was there.
- Need better pictures of the streetscapes.
- Alcohol kept to core areas.
- Design standards enforced.
- Make buildings orientate to the street.
- Bike stall requirement increased.
- Landscaping should be ten percent and balconies should not count as landscaping.
- No mention to a greenway overlay zone.
- A zone to protect single family residential areas.
- Water runoff collection areas should be in addition to the required open space areas.

The following individual spoke in favor of the petition: Mr. William Grua and Mr. Phil Blomquist,

The following comments were made:

- Zone all of Wilmington Plaza Associates property FB-SC.
- In favor of the Streetcar.
- Don't limit the parking requirements in the area.

The following individual spoke in opposition of the petition: Mr. Burton Brown, Mr. George Chapman, Mr. Doug Thimm, Mr. Jim Duffin and Ms. Ann Hopkins.

The following comments were made:

- Don't include the tennis courts and the boys and girls club in the zoning changes.
- Repair the tennis courts and make them functional.
- Significant negative impacts would be imposed on the residential neighborhoods from parking requirements.
- Increased parking in residential areas deters from the neighborhoods.
- Large developments and form based zoning does not work in Sugar House and around the stable residential areas.
- Not preferred option for Sugar House.
- Parking put in, in a proper way, in accordance to the other aspects of the ordinance was very important to make the intent of the ordinance viable.
- Houses on Simpson Ave should be added to the zoning.

The Commission and Mr. Chapman discussed what the preferred options would be. Mr. Chapman stated it would be to rezone the properties little by little and allow the Community to have more input.

The Commission and Mr. Thimm discussed how to address the parking issue. Mr. Thimm stated the ordinance set up the idea for screening accessory parking structures behind buildings, obscuring them from view while keeping them in the zones. He stated the maximum parking limits would not support the parking structures. Mr. Thimm stated the suggestion by Mr. Norris would allow for parking to support businesses.

Chairperson Gallegos closed the Public Hearing.

DISCUSSION [8:26:06 PM](#)

The Commission and Staff discussed parking for the area, the options for removing parking regulations from the proposed ordinance and instead using the general parking ordinance for the City (currently being reviewed by the City Council). They discussed the positives and negatives of removing the parking requirements from the proposed ordinance. The Commission and Staff discussed if there was a way to allow business owners to petition for additional parking. Staff reviewed how the parking was done on North Temple. The Commission and Staff discussed the concerns for parking for those taking the streetcar.

The Commission and Staff reviewed the process for adding the additional properties into the proposed zoning. They discussed the relocation of the tennis courts, the boys and girls club and open space in the area. The Commission and Staff discussed bus fare costs and how it was unrelated to this petition, but the message could possibly be addressed in the Plan Salt Lake policies. They discussed the historic preservation requirements in relation to the proposed rezoning, how locations for alcohol establishment could be regulated and where the current zoning allowed for alcohol establishments in relation to residential uses.

The Commission discussed tabling the petition to address parking for the different types of businesses and to review the proposal for the tennis courts and the boys and girls club.

MOTION [8:57:23 PM](#)

Commissioner Woodhead stated as to the Sugar House Streetcar Master Plan Zoning Map and Text Amendments PLNPCM2012-00576 and PLNPCM2012-00577, she moved that the Planning Commission table the petitions to a the July 31 meeting allowing Staff to return with additional language regarding parking and other additional new changes mentioned by Staff. She stated the Public Hearing was closed. Commissioner Wirthlin seconded the motion.

Commission asked Staff for information on other Cities that have implemented maximum parking requirements and where it is working. Staff reviewed other areas where maximum parking had been implemented and will forward information to the Commission.

The motion passed unanimously.

MOTION [9:01:26 PM](#)

Commissioner Wirthlin stated pursuant to 21A.50.030, he motioned for the Planning Commission to initiate a petition to amend section 21A.50.030 where the Planning Commission would strike the language a City Council Member, a Planning Commissioner and substitute the words or the City Council, or the Planning Commission according to their respective policies and procedures. Commissioner Woodhead seconded the motion. The motion passed unanimously.

The meeting adjourned at [9:02:44 PM](#)

5g. Planning Commission Staff Report, dated July 31, 2013

PLANNING COMMISSION STAFF REPORT

Legislative Item



Planning Division
Department of Community
and Economic Development

Sugar House Streetcar Master Plan, Zoning Map and Text Amendments PLNPCM2012-00576 and PLNPCM2012-00577 July 31, 2013

Applicant: Mayor Ralph Becker

Staff: Maryann Pickering
801-535-7660 or
maryann.pickering@slcgov.com

Tax ID: N/A

Current Zone: Various – see
attachments for current zoning

Master Plan Designation:
Various

Council Districts: District 7
represented by Søren Simonsen
and District 5 represented Jill
Remington Love

Community Council: Sugar
House and Liberty Wells

Lot Size: N/A

Current Use: N/A

Attachment:

- A. Updated Proposed
Zoning Text Changes
- B. Zoning Map Options A,
B and C.
- C. Wasatch Choices 2040
Template Form Based
Code and the Streetcar
Form Based Code
- D. Additional Information
on Parking Requirements

Request

Mayor Ralph Becker is requesting approval to adopt new zoning regulations, change the zoning of certain parcels and modify the Sugar House Master Plan as part of Phase 1 of the Sugar House Streetcar Project. The area is currently developed with a variety of residential and commercial uses. There are several different zoning classifications currently identified for these parcels. This type of project requires Zoning Text and Map Amendments and a Master Plan Amendment. The subject properties are located in Council District 7, represented by Søren Simonsen and Council District 5, represented by Jill Remington Love.

- a. **Master Plan Amendment.** In order to make zoning changes above, the master plan needs to have new policies included in order to make the zoning consistent with the master plan. (Case number: PLNPCM2012-00577)
- b. **Zoning Text and Map Amendment.** In order to change the zoning text and map as noted above, a Zoning Text and Map Amendment is required to change the zoning of certain parcels and add a new section in the Zoning Ordinance in Chapter 27 outlining all of the new regulations for the parcels that will have their zoning changed. (Case number: PLNPCM2012-00576)

Recommendation

Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable standards and therefore, recommends the Planning Commission transmit a favorable recommendation to the City Council relating to this request based on the following:

1. The proposed changes are compatible with city wide policies related to land use, including:
 - Salt Lake City Futures Commission Report (1998)
 - Salt Lake City Urban Design Element (1990)
 - Salt Lake City Community Housing Plan (2012)
 - Salt Lake City Transportation Plan (1996)
 - Central Community Master Plan (2005)
 - Wasatch Choices 2040 (2011)
2. The proposed changes update a portion of the Sugar House (2005) Master Plan;
3. The proposed charges are generally consistent with the comments received during an extensive public participation process; and
4. The proposed plans include best practices to guide future development along and adjacent to Sugar House Streetcar Line.
5. The proposal furthers the purposes of the Title 21A;
6. The proposal is consistent with the factors of consideration identified in ordinance 21A.50 for zoning text and zoning map amendments.

Recommended Motion: Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission transmit a favorable recommendation to the City Council relating to this request to amend the Sugar House Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along and adjacent to the Sugar House Streetcar Corridor using Option ____ as the Zoning Map.

Follow Up from July 10, 2013 Planning Commission Meeting

At the last Planning Commission meeting, there was some public comment regarding the proposed changes and a discussion between Planning staff and the Planning Commission regarding some of the items in the proposed zoning regulations. The Planning Commission asked for staff to return with some option for some of the items that were discussed at the last meeting.

Below are staff responses to the discussion from July 10:

1. There was concern expressed by a few speakers at the public hearing about parking being limited to a maximum. Their concerns were based on two reasons. First, there is a shortage of parking in the Sugar House area in general and second, it may be difficult to attract some national retailers due to the limited amount of parking.

Response: Staff would still advocate limiting parking in and around a transit oriented zoning district in order to encourage transit oriented development, but recognize the concerns that were stated. Therefore, staff would propose that the parking minimum and maximums are kept the same as noted in the proposed zoning, however a process is provided to exceed the maximum limits.

The best way to exceed the parking maximum is through the special exception process. A statement has been incorporated into the proposed zoning regulations that allows for this process to occur. At this time, the Zoning Ordinance provides the process for a special exception in Chapter 21A.52. Adjacent neighbors who would be affected by the increased amount of parking would be notified of the request and both residents and property owners would have the opportunity to comment. The item could then be approved administratively and if significant concerns are raised, then the item would be forwarded to the Planning Commission for decision.

2. The building types section did not include a description of store front, while the tables showed it as a building type.

Response: This was an error by staff and we have corrected it. We have changed the title of vertical mixed use to store front and modified the description of this building type. We have also added a line at the end of each description to note what zoning district each of the building types are allowed in as the development standards are the same for each of the building types. All other references to store front have been updated as needed.

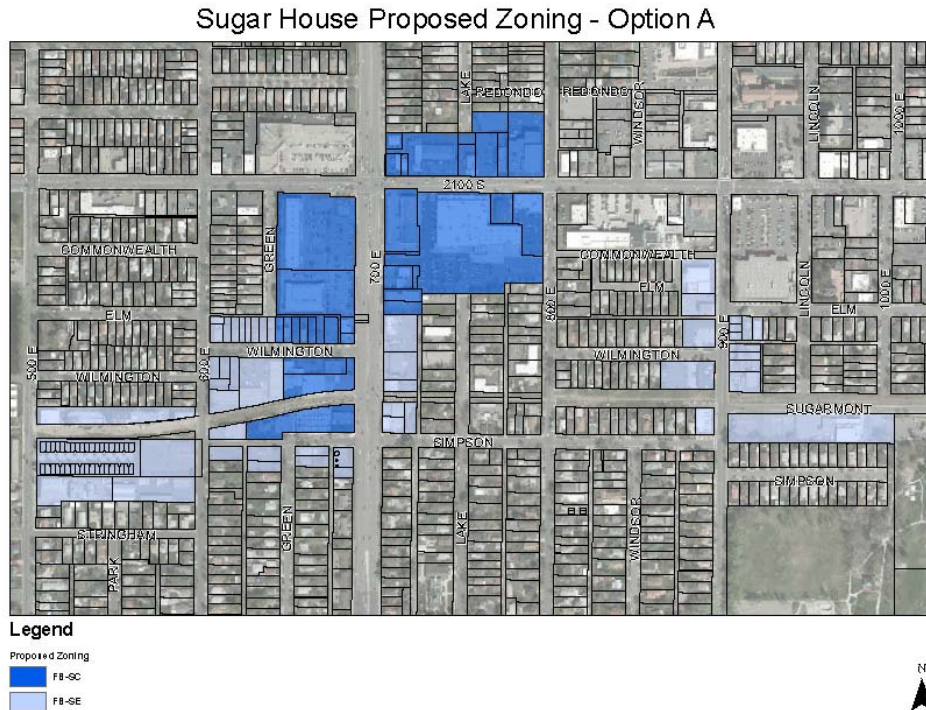
3. Concerns were expressed about how the maximum parking requirement worked with parking structures that were intended to serve multiple parcels or uses or structures.

Response: Staff has always been under the assumption that is a parking structure is provided; we would not limit it to the maximum amount of parking. However, it was not clearly stated in that manner in the proposed zoning regulations so some language has been incorporated that allows parking structures with no limit to how many parking spaces can be provided.

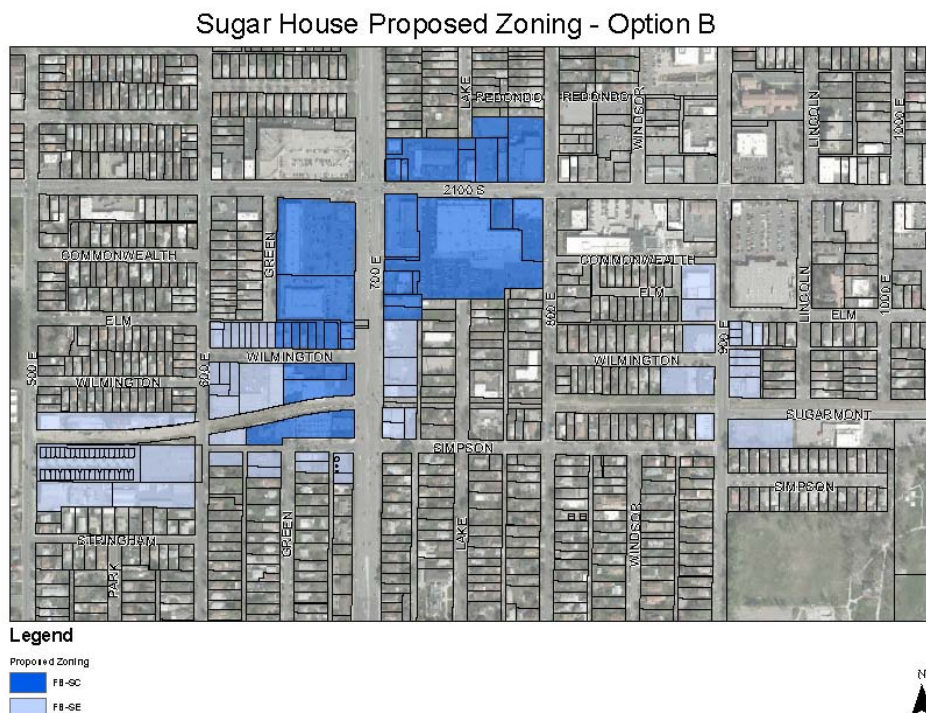
4. At the last meeting, there was discussion about the proposed zoning change for the Boys & Girls Club and the tennis court site, but after listening to the recording, it does not sound like there was clear direction at the meeting.

Response: We understand that the rezoning of these sites has been a concern to the community and especially those who live south of these two sites. In response, we have provided three options for the zoning of these sites. Each is detailed below with a revised map and also shown in Attachment B:

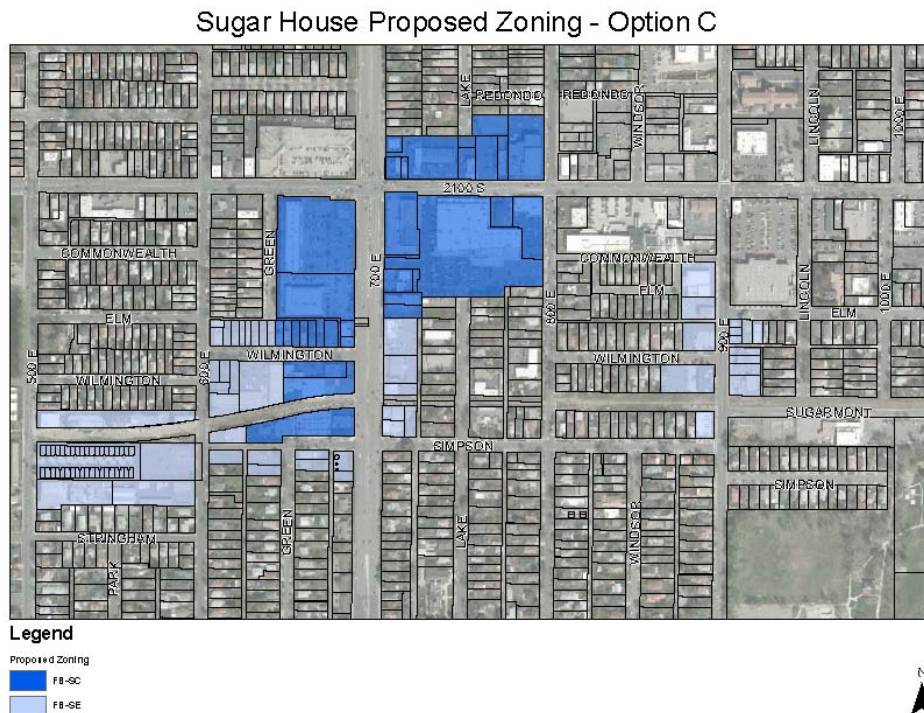
Option A – rezone the tennis courts site and the Boys & Girls site to FB-SE



Option B – rezone only the tennis court site to FB-SE



Option C – do not rezone either of the two sites and leave them as open space



5. The colors on the regulating plan map in the proposed zoning regulations are difficult to decipher.

Response: We agree and it has been modified with bright and different colors.

In addition to the proposed changes discussed and noted above, a few minor other changes have been proposed to the text of the proposed zoning ordinance since the last meeting. All of the changes are noted below in the order that they would appear in the proposed zoning regulations. A revised proposed ordinance is also attached to this staff report.

6. 21A.27.040.C – Regulating Plan Map updated with brighter colors (page 2 of 25)
Please note that this map may be modified based on potential changes to the proposed zoning map at this Planning Commission meeting.
7. 21A.27.040.D.1.a – Building Forms (page 3 of 25)
- a. Cottage Development: A unified development that contains two or more detached dwelling units with each unit appearing to be a small single-family dwelling with a common green or open space. [Cottage Developments are allowed only in the FB-SE zoning district.](#)

8. 21A.27.040.D.1.B – Building Forms (page 4 of 25)

- b. Row House: A series of attached single family dwellings that share at least one common wall with an adjacent dwelling unit. A Row House development contains a minimum of three residential dwelling units. Each unit may be on its own lot. Parking can be located behind the residential structure or at the ground level of the building with living space located above it. [Row Houses are allowed only in the FB-SE zoning district.](#)

9. 21A.27.040.D.1.c – Building Forms (page 4 of 25)

- c. Multi-Family Residential: A multi-family residential structure containing three or more dwelling units that may be arranged in a number of configurations. [Multi-Family Residential Forms are allowed in either the FB-SE or FB-SC zoning districts.](#)

10. 21A.27.040.D.1.d – Building Forms (page 5 of 25)

- d. ~~Vertical Mixed Use~~ [Store Front](#): A [single or](#) multi story building that contains a mix of commercial and/or office with residential uses. [Store Fronts are allowed in either the FB-SE or FB-SE zoning districts.](#)

11. Table 21A.27.040.G.3 – Building Form Standards Streetcar Core Sub-District (page 8 of 25)

Permitted Building Forms Multi-Family and Store Front			
Building Height and Placement	Multi-Family Residential	Mixed Use	Store Front


12. Table 21A.27.040.G.4 – Building Form Standards Streetcar Edge Sub-District (page 10 of 25)

Permitted Building Forms Cottage, Row House, Multi-Family and Store Front				
Building Height and Placement	Row House	Cottage Development	Multi-Family Residential	Mixed Use

13. 21A.27.040.H.1.e – Building Configuration Standards Defined (page 11 of 25)


Entry Feature permitted based on Building form type	Cottage Development
	Row House
	Multi-Family
	Vertical Mixed-Use Store
	Front

14. 21A.27.040.M – Signs (page 17-19 of 25)

<p>Awning or Canopy Sign</p> 	Specifications	
	Quantity	One per window.
	Width	Equal to the width of the façade or the window they are located adjacent to.
	Projection	No maximum depth from building façade, however for public and private properties , design subject to mitigation of rainfall and snowfall runoff, conflict avoidance with tree canopies, and issuance of encroachments permits where required. The awning or canopy can project a maximum of two feet into the streetcar corridor.
	Clearance	Minimum of 10 feet of vertical clearance.
	Letters and Logos	Allowed on vertical portions of sign only.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.


<p>Construction Sign, (see definition in 21A.46)</p>	Specifications	
	Quantity	One per construction site.
	Height	Maximum of 8 feet.
	Area	Maximum 64 square feet.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. Private property or a public street or streetcar corridor.


<p>Private Directional Sign (see definition in 21A.46)</p>	Specifications	
	Quantity	No limit.
	Height	Five feet.
	Restriction	May not contain business name or logo
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process. Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

Projecting Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Area	Six square feet per side, 12 square feet total.
	Projection	Maximum of four feet from building façade for public and private streets. Maximum of two feet within the streetcar corridor.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process. Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

Projecting Parking Entry Sign (see projecting sign graphic)	Specifications	
	Quantity	One per parking entry.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Height	Maximum of two feet.
	Area	Four square feet per side, eight square feet total.
	Projection	Maximum of four feet from building façade for public and private streets. Maximum of two feet within the streetcar corridor.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process. Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

Public Safety Sign	Specifications	
	Quantity	No limit.
	Height	Maximum of six feet.
	Area	Eight square feet.
	Projection	Maximum of one foot.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process. Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

 Real Estate Sign	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Height	Maximum of four feet for residential signs. Maximum of six feet for commercial signs.
	Area	Eight square feet is the maximum for residential. 16 square feet is the maximum allowed for commercial.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process. Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

 Window Sign	Specifications	
	Quantity	1 per window
	Height	Maximum of three feet.
	Area	Maximum of 25% of window area.
	Location Permitted	Private property or a public street or streetcar corridor per the requirements of the revocable lease permitting process.

15. 21A.27.040.O. – Parking Regulations (page 21 of 25)

3. Maximum Parking Requirement: The maximum parking requirement is equal to the minimum off street parking requirements found in chapter 21A.44. [Parking in excess of the maximum allowed may be granted as a special exception by the planning commission subject to the special exception standards in chapter 21A.52 of this title. The planning commission will approve, approve with conditions, or deny the request pursuant to chapter 21A.52 of this title.](#)

16. 21A.27.040.O – Parking Regulations (page 21 of 25)

5. Parking Structures or Garages: The maximum parking requirement does not apply to parking structures or garages that serve multiple parcels or uses or structures that provide off-site parking

17. 21A.27.040.P – Permitted Uses (page 24 of 25)

‘Dwelling, rooming (boarding) house’ has been removed from the list of permitted uses.

Meeting Notification for July 31, 2013 Planning Commission Meeting

The public hearing on July 10, 2013 was closed that evening. Therefore, no notices were mailed to adjoining property owners and residents and the notice was not published again in the newspaper. The

agenda was sent out through the Planning Division's listserve and the agenda was posted on the City and State websites.

Notice of the public hearing for the proposal includes:

- Public hearing notice posted on City and State websites on July 18, 2013.
- Public hearing notice emailed to the Planning Division listserve on July 18, 2013.

Analysis and Findings

The analysis and findings for the master plan changes, zoning map changes and zoning text changes have not changed since presented in the last staff report. Please refer to the report from the May 22, 2013 for the full analysis:

<http://www.slcdocs.com/Planning/Planning%20Commission/2013/576.pdf>

Commission Options

The proposed Sugar House Streetcar Zoning and Master Plan Amendment project is a reflection of the community's vision for streetcar corridor. The creation of the plan was done with the visioning process completed a few years ago as the basis of the regulations and standards. Once these items were identified, a series of best practices that were applicable to the community's vision were incorporated into the plan to guide future development in a manner that can help turn the community vision into reality. While there are many options in terms of how to address land use, the draft Sugar House Streetcar Zoning and Master Plan Amendment represent the preferred option of the community and Planning Division staff. Other options are:

- Make no changes to the existing master plan and development regulations and allow development to continue in the manner that it currently is;
- Make consistent changes that would apply to the entire corridor; and
- Make limited changes to streetcar corridor only adjacent to the streetcar line.

After analyzing the comments from the community, the desire for a different type of development along the streetcar corridor eliminated the option to make no changes. If the proposed Sugar House Streetcar Zoning and Master Plan Amendment were not adopted, the existing policies and regulations would remain in effect. Community input and existing conditions indicate that there are unique situations and characteristics of this area that a one size fits all approach could not capitalize on the unique assets in and around the streetcar corridor. Making limited changes near the streetcar corridor only would not provide enough land area to accommodate future projected growth.

Potential Motions

Consistent with Staff Recommendation: Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission transmit a favorable recommendation to the City Council relating to this request to amend the Sugar House Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along and adjacent to the Sugar House Streetcar Corridor.

Not Consistent with Staff Recommendation: Based on the testimony, plans presented and the following findings, I move that the Planning Commission transmit a negative recommendation to the City Council relating to this request to amend the Sugar House Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along and adjacent to the Sugar House Streetcar Corridor.

Attachment A

Updated Proposed Zoning Text Changes

Chapter 21A.27 Form Based Zoning Districts

21A.27.040 Streetcar Corridor District (FB-SC and FB-SE)

A. Purpose Statement:

The purpose of the FB-SC and FB-SE Streetcar Corridor Zoning Districts are to create people oriented neighborhoods along the City's streetcar corridors that provide the following:

1. People oriented places;
2. Options for housing types;
3. Options for shopping, dining, employment and fulfilling daily needs within walking distance or conveniently located near transit;
4. Transportation options;
5. Appropriately scaled buildings that activate the district areas while respecting the existing character of the neighborhood; and
6. Safe, accessible, interconnected networks for people to move around in.

B. Context Description:

The form based Streetcar Corridor Districts are intended to be utilized near the vicinity of a streetcar corridor or other transit corridors with similar development characteristics and restraints. It is appropriate in areas with the following characteristics:

1. Street, Block and Access Patterns: a regular pattern of blocks surrounded by a traditional grid of streets that provide mobility options and connections for pedestrians, bicyclists, and automobiles. Blocks include sidewalks separated from the vehicle travel lanes by a landscaped park strip. Front yards are landscaped or include active, outdoor uses. Streets are classified based on their ability to serve pedestrians, cyclists and automobiles.
2. Building Placement and Location: Buildings are generally located close to the sidewalk, trail or public walkway with a small, transitional, semi-public space, such as a landscaped front yard, that is consistent along the block face. Certain development regulations are determined based on the street frontage that a property is located on. Properties may have multiple frontage types and the specific regulations apply to each frontage.
3. Building Height: Building heights on Greenway, Pedestrian, and Neighborhood streets are relatively low and consistent with existing building heights. Buildings located on Access streets are generally taller.
4. Mobility: A balance between pedestrians, bicyclists, transit riders, and motorists exists in the area, and residents are well connected to other parts of the City. The classification of streets in the area determines what type of transportation is a priority. To guarantee access to private property, automobile and service access is required on some Pedestrian and Neighborhood Streets.

C. Sub-Districts:

The following sub-districts can be found in the form based Streetcar Corridor Districts:

1. FB-SC Streetcar Core Sub-District:

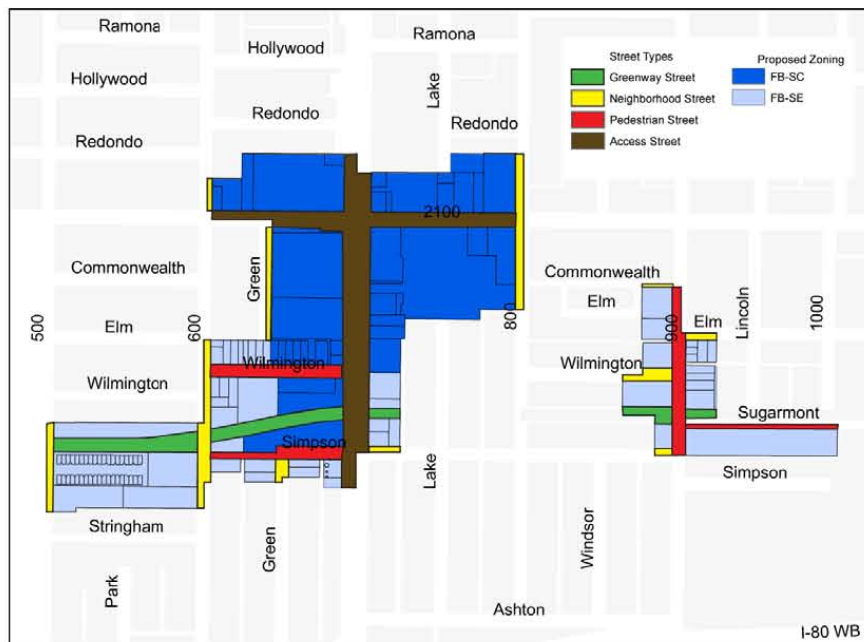
The FB-SC streetcar core sub-district contains the most intensive level of development in the vicinity of the streetcar. Buildings are generally six to seven stories in height and are supported by multiple street types so that they pedestrians, bicyclists and drivers have access to the properties within the area. Development standards are based on building type.

2. FB-SE Streetcar Edge Sub-District:

The FB-SE streetcar edge sub-district is intended to provide an appropriate transition in building size and scale between existing neighborhoods and the Core area. Buildings may be up to four stories in height, with appropriate setbacks when adjacent to lower scale residential neighborhoods. Development regulations are based on building type, with the overall scale, form and orientation as the primary focus.

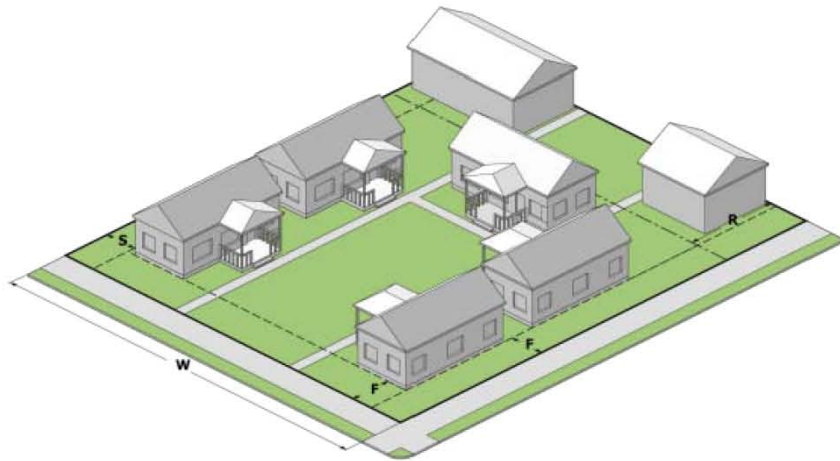
3. Applicability of Sub-Districts: The regulations of the sub-districts shall apply as indicated in the Regulating Plan Map.

21A.27.040.C Regulating Plan Map



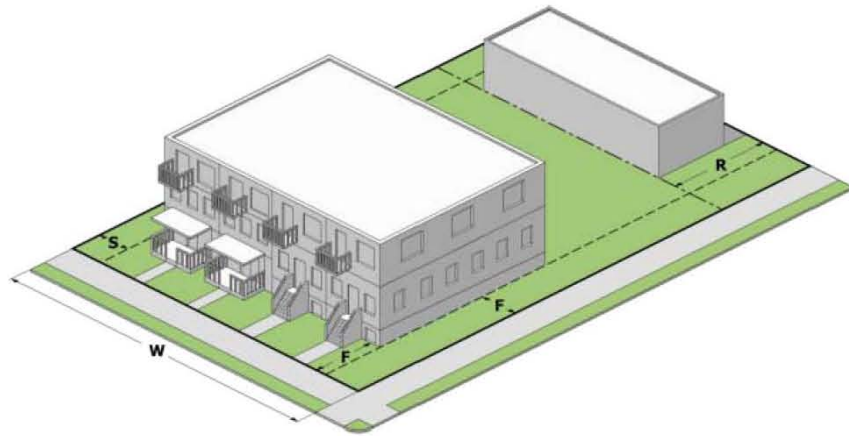
D. Building Forms:

1. Permitted building forms are described below. Each building form includes a general description and definition, as well as images of what the building form may look like. Building form images are for informational purposes only and not intended to demonstrate exactly what must be built. The images should be used to classify existing and proposed buildings in order to determine what development regulations apply. The images are not to scale. They should not be used to dictate a specific architectural style as both traditional and contemporary styles can be used.
 - a. Cottage Development: A unified development that contains two or more detached dwelling units with each unit appearing to be a small single-family dwelling with a common green or open space. Cottage Developments are allowed only in the FB-SE zoning district.



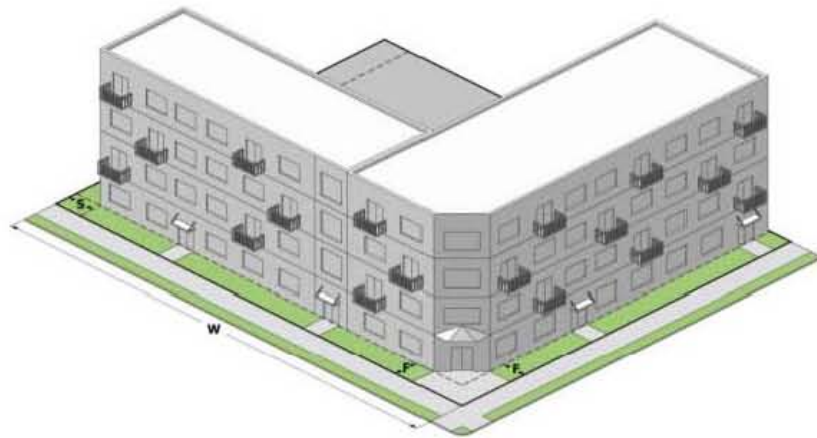
- b. Row House: A series of attached single family dwellings that share at least one common wall with an adjacent dwelling unit. A Row House development contains a minimum of three residential dwelling units. Each unit may be on its own lot. Parking can be located behind the residential structure or at the

ground level of the building with living space located above it. Row Houses are allowed only in the FB-SE zoning district.

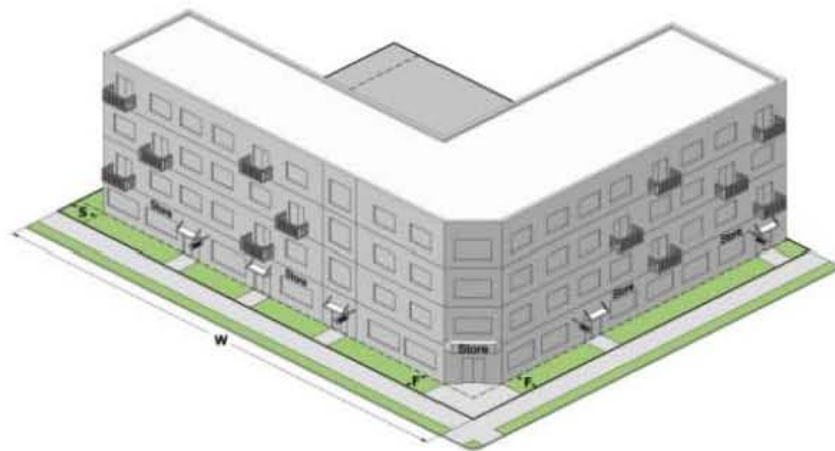


- c. Multi-Family Residential: A multi-family residential structure containing three or more dwelling units that may be arranged in a number of configurations. Multi-Family Residential Forms are allowed in either the FB-SE or FB-SC zoning districts.





- d. Store Front: A single or multi-story building that contains a mix of commercial and/or office with residential uses. Store Fronts are allowed in either the FB-SE or FB-SC zoning districts.



E. Street Types

1. Street Types Intent: The intent of identifying specific types of streets in the streetcar districts is to:
 - a. Ensure that a hierarchy of transportation is established;
 - b. Guarantee access to private property; and
 - c. Determine the appropriate manner in which buildings address streets.
2. Street Types Established: The following types of streets are hereby established. The location and applicability of Street Type regulations are shown on map 21A.27.040.C Regulating Plan Map.
 - a. Greenway Street: Streets that contain a streetcar line and stops and various types of multi-use trails. Greenway streets may provide access for pedestrians and bicycles. Automobiles are not permitted on Greenway streets.
 - b. Neighborhood Street: Neighborhood streets are intended to serve the adjacent neighborhoods and are generally considered local streets. Automobile access may be provided to each individual lot. Access to certain building forms is not permitted from a Neighborhood street unless the property only has frontage on a Neighborhood street.
 - c. Pedestrian Street: Pedestrian streets are those streets that are designed to accommodate a high number of pedestrians. Automobile access to private property may be permitted. Pedestrians are the priority.
 - d. Access Street: Access streets are designed to provide automobile and service access in a manner that balances the needs of automobiles and pedestrians.

F. Specific Intent of Regulations

1. Building Form Standards:
 - a. Encourage building forms that are compatible with the neighborhood and the future vision for the neighborhood by acknowledging there will be different scaled buildings in the area;
 - b. Arrange building heights and scale to provide appropriate transitions between buildings of different scales and adjacent areas, especially between different sub-districts.
 - c. Guide building orientation through setbacks and other requirements to create a consistent street edge, enhance walkability by addressing the relationship between public and private spaces, and ensure architectural design will contribute to the character of the neighborhood;
 - d. Use building form, placement, and orientation to identify the private, semi-private, and public spaces;
 - e. Minimize the visual impact of parking areas; and
 - f. Minimize conflicts between pedestrians, bicyclists, and vehicles.

2. Design Related Standards:

- a. Implement applicable master plans;
- b. Continue the existing physical character of residential streets while allowing an increase in building scale along identified types of streets;
- c. Arrange buildings so they are oriented towards the street or the greenway in a manner that promotes pedestrian activity, safety, and community;
- d. Provide human-scaled buildings that emphasize design and placement of the main entrance and exit of the building on street facing facades;
- e. Provide connections to transit through public walkways;
- f. Provide areas for appropriate land uses that encourage use of public transit and are compatible with the neighborhood, and
- g. Promote pedestrian and bicycle amenities near transit facilities to maximize alternative forms of transportation.
- h. Screening: All building equipment and service areas, including on grade and roof mechanical equipment and transformers that are readily visible from the public right of way, shall be screened from public view. These elements shall be sited to minimize their visibility and impact, or enclosed as to appear to be an integral part of the architectural design of the building.

G. Building Form Standards

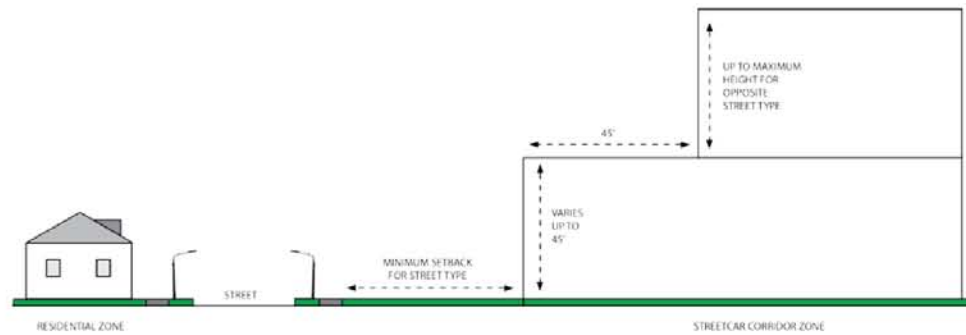
- 1. The provisions of this section shall apply to all properties located within the FB-SC and FB-SE zoning districts as indicated on the map in subsection C above.
- 2. Building form and street type standards apply to all new buildings and additions when the new construction related to the addition is greater than 25% of the footprint of the structure or 1,000 square feet, whichever is less. Refer to section 21A.27.040.H for more information on how to comply with the Building Configuration Standards. The graphics included provide a visual representation of the standards as a guide and are not meant to supersede the standards in the tables. Only building forms identified in the table are permitted.
- 3. Streetcar Core Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District.

Table 21A.27.040.G.3 Building Form Standards Streetcar Core Sub-District

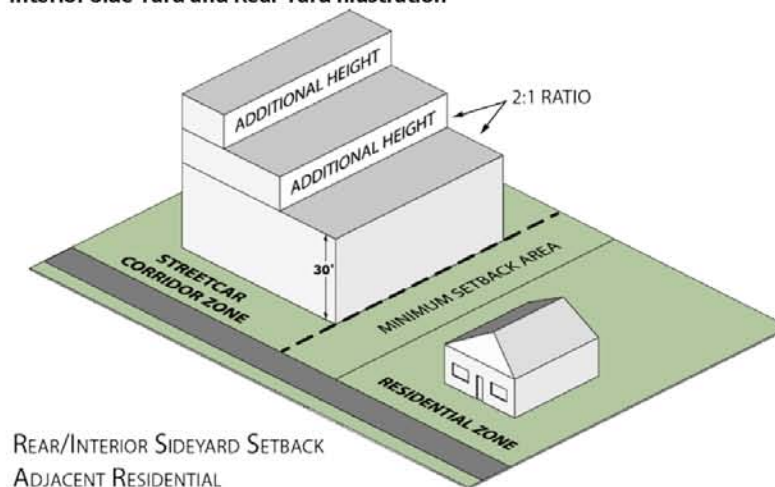
Permitted Building Forms Multi-Family and Store Front			
H	Height (<i>per street type</i>) <i>measured from established grade</i>	Greenway	Minimum of 2 stories. Maximum of 45 feet.
		Neighborhood	No minimum. Maximum of 45 feet.
		Pedestrian	Minimum of 2 stories. Maximum of 105 feet.
		Access	Minimum of 2 stories. Maximum of 105 feet.
	Special Height Provisions for multiple frontage properties		For properties that have frontage on multiple streets type with different maximum height requirements, the lower of the maximum heights applies to a horizontal measurement equal of the lower of the two heights measured from the building setback. See illustration below.
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.
		Access	Minimum of 15 feet. Maximum of 25 feet.
B	Required Build-To		Minimum of 50% of any street facing façade shall be built to the minimum setback line
S	Interior Side Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.
R	Rear Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.
I	Minimum Lot Size		4,000 square feet; not to be used to calculate density
W	Minimum Lot Width		50 feet
DU	Dwelling Units per Building Form		No minimum or maximum

BF	Number of Building Forms per Lot	One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.
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Special Height Provision for Multiple Frontage Properties Illustration



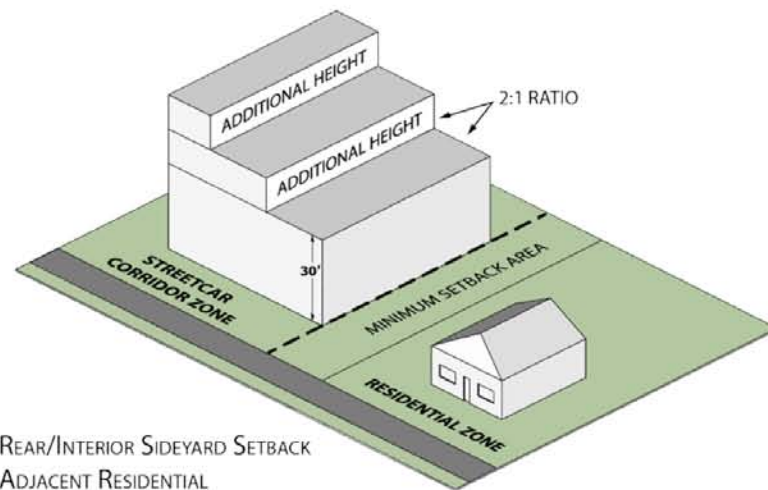
Interior Side Yard and Rear Yard Illustration



4. Streetcar Edge Building Form Standards. Building form standards are listed below in Table 21A.27.040.G.4 Building Form Standards Streetcar Core Sub-District.

Table 21A.27.040.G.4 Building Form Standards Streetcar Edge Sub-District

Permitted Building Forms Cottage, Row House, Multi-Family and Store Front			
H	Height (<i>per street type</i>) measured from established grade	Greenway	Maximum of 45 feet.
		Neighborhood	Maximum of 45 feet.
		Pedestrian	Maximum of 45 feet.
		Access	Minimum of 2 stories. Maximum of 45 feet.
F	Front and Corner Side Yard Setback	Greenway	Minimum of 5 feet. Maximum of 15 feet.
		Neighborhood	Minimum of 15 feet. Maximum of 25 feet.
		Pedestrian	Minimum of 5 feet. Maximum of 10 feet.
		Access	Minimum of 15 feet. Maximum of 25 feet.
B	Required Build-To		Minimum of 50% of street facing façade shall be built to the minimum setback line
S	Interior Side Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.
R	Rear Yard		When adjacent to a residential district, a minimum setback of 25% of the lot width, up to 25 feet, is required. Any portion of the building taller than 30 feet must be stepped back two feet from the required building setback line for every one foot of height over 30 feet. When adjacent to other zoning districts, no minimum setback is required. See illustration below.
I	Minimum Lot Size		4,000 square feet; not to be used to calculate density
W	Minimum Lot Width		50 feet
DU	Dwelling Units per Building Form		No minimum or maximum
BF	Number of Building Forms per Lot		One building form permitted for every 4,000 square feet of lot area provided all building forms have frontage on a street.



REAR/INTERIOR SIDEYARD SETBACK
ADJACENT RESIDENTIAL

5. Streetcar Design Standards: Design standards are listed below in Table 21A.27.040.G.5 Design Standards for all streetcar sub-districts.



Table 21A.27.040.G.5 Design Standards for all Streetcar Sub-Districts





Standard	All Building Forms
Building Entry	Minimum of one building entry per street frontage, on an identified street type. An additional entry feature is required for every 75 feet of building wall adjacent to an established street. Side entries for multiple dwelling unit buildings are permitted provided there is at least one primary entrance facing a public street. Each entry shall be a true entry into the building and not limited to an access door.
Pedestrian Connections	Pedestrian access to public walkway is required.
Ground Floor Transparency	Minimum of 60% of street facing façade, located between two and eight feet above the grade of the sidewalk, shall be transparent glass. This may be reduced to 30% if ground floor is occupied by residential uses.
Open Space	A minimum of 10% of lot area shall be provided for open space. Open space may include landscaped yards, patios, dining areas, balconies, rooftop gardens, and other similar outdoor living spaces. Required parking lot landscaping or perimeter parking lot landscaping shall not count towards the minimum open space requirement.
Upper Level Outdoor Space	All street facing residential units above the ground floor shall contain a usable balcony that is a minimum of four feet in depth. Balconies may overhang any required yard.
Building Façade Materials	A minimum of 70% of the ground floor of any street facing building facade shall be clad in glass, brick, masonry, textured or patterned concrete, metal, wood, or stone. Other materials may count up to 30% of the street facing building facade

H. Building Configuration Standards Defined:

The building configuration standards are defined in this section. The defined standards in this section are intended to identify how to comply with the building configuration standards listed in the above tables:

1. Building entry: An entry will be considered to be the main entrance to a building intended for pedestrian use. Minimum of one main entry with an entry feature facing a public street or walkway. Buildings that front a public street and the streetcar corridor shall have one entry facing a street and one entry facing the streetcar corridor. Multi-family unit buildings shall have a minimum of one main entry with porch or stoop for at least one of the dwelling units facing a street. The main entry for the second dwelling unit may face the street, streetcar corridor, or side yard but also must have a porch or stoop entrance. Where required, the building entry must be one of the following:
 - a. Door on the same plane as street or streetcar facing façade.
 - b. Recessed Entry: Inset behind the plane of the building no more than 10 feet. If inset, then the sidewalls of the inset must be lined with clear glass if a commercial use. Opaque, smoked, or darkened glass is not permitted.
 - c. Corner Entrance: Entry that is angled or an inside corner located at the corner of two intersecting streets. If a corner entrance is provide, it shall count as being an entrance on both streets.
 - d. Encroachments: a permitted entry feature may encroach into a required yard provided no portion of the porch is closer than five feet to the front property line.
 - e. The following building entries are permitted as indicated:

Entry Feature permitted based on Building form type	Cottage Development	Row House	Multi-Family	Store Front	
Porch and Fence: A planted front yard where the street facing building façade is set back from the front property line with an attached porch that is permitted to encroach into the required yard. The porch shall be a minimum of six feet in depth. The front yard may include a fence no taller than three feet in height.	P	P	P		
Terrace or Lightwell: An entry feature where the street facing façade is setback from the front property line by an elevated terrace or sunken lightwell. May include a canopy or roof.	-	P	P	P	

Forecourt: An entry feature wherein a portion of the street facing facade is close to the property line and the central portion is set back. The court created must be landscaped, contain outdoor plazas, outdoor dining areas, private yards, or other similar features that encourage use and seating.	P	P	P	P	
Stoop: An entry feature wherein the street facing facade is close to the front property line and the first story is elevated from the sidewalk sufficiently to secure privacy for the windows. The entrance contains an exterior stair and landing that is either parallel or perpendicular to the street. Recommended for ground floor residential uses.	P	P	P	P	
Shopfront: An entry feature where the street facing facade is close to the property line and building entrance is at sidewalk grade. Building entry is covered with an awning, canopy, or is recessed from the front building facade, which defines the entry and provides protection for customers.	-	-	P	P	
Gallery: A building entry where the ground floor is no more than 10 feet from the front property line and the upper levels or roofline cantilevers from the ground floor facade up to the front property line.	-	-	P	P	

2. Pedestrian Connections: When provided, the following pedestrian connection standards apply:
 - a. The connection shall provide direct access from any building entry to the public sidewalk, streetcar corridor or walkway.
 - b. The connection shall comply with American with Disabilities Act (ADA) standards for accessibility.
 - c. The connection shall be fully paved and have a minimum width of four feet.
 - d. The connection shall be separated from vehicle drive approaches and drive lanes by a change in grade and a wheel stop or curb if the walkway is less than eight feet wide when feasible
 - e. Pedestrian connections that lead directly from the sidewalk to the primary building entrance may contain wing walls, no taller than two feet in height for seating, landscaping, etc.

3. Ground Floor Transparency: When provided, the ground floor transparency standards apply:
 - a. There must be visual clearance behind the glass for a minimum of six feet. Three-dimensional display windows at least six feet deep are permitted and may be counted toward the 60% glass requirement.
 - b. Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment.
 - c. The reflectivity in glass shall be limited to 18%.
 - d. The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front facade, shall comply with these standards.

I. Cottage Development Standards:

1. Setbacks between Individual Cottages: All cottages shall have a minimum setback of eight feet from another cottage.
2. Footprint: No cottage shall have a footprint in excess of 850 square feet.
3. Building Entrance: All building entrances shall face a public street or a common open space.
4. Open Space: A minimum of 250 square feet of common, open space is required per cottage up to a maximum of 1,000 square feet. At least 50% of the open space shall be contiguous and include landscaping, walkways or other amenities intended to serve the residents of the development.

J. Design Standards Alternatives:

1. Alternatives to the minimum setback. Where a minimum setback standard applies, the following alternatives may count towards the minimum setback requirement as indicated.
 - a. Landscaping walls: landscaping walls between 24 inches and 42 inches high may count toward 25% of the minimum requirement provided the following:
 - 1) The ability to sit on the wall is incorporated into the design.
 - 2) The wall is constructed of masonry, concrete, stone or ornamental metal.
 - 3) The wall maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
 - b. Pergolas and trellis: Pergolas and trellis may count toward 25% of the minimum build to requirement provided the following:
 - 1) The structure is at least 48 inches deep as measured perpendicular to the property line.

- 2) A vertical clearance of at least eight feet is maintained above the walking path of pedestrians.
 - 3) Vertical supports are constructed of wood, stone, concrete or metal with a minimum of six inches by six inches or a radius of at least four inches.
 - 4) The structure maintains clear view sight lines where sidewalks and pedestrian connections intersect vehicle drive aisles or streets.
- c. Arcades: Arcades may count up to 100% of the minimum requirement provided the following:
- 1) The arcade extends no more than two stories in height.
 - 2) No portion of the arcade structure encroaches onto public property.
 - 3) The arcade maintains a minimum pedestrian walkway of four feet.
 - 4) The interior wall of the arcade complies with the Building Configuration standards.
- d. Plazas and Outdoor Dining: Plazas and outdoor dining areas may count towards up to 50% of the minimum requirement:
- 1) The plaza or outdoor dining is between the property line adjacent to the street or the streetcar corridor and the street facing building façade.
 - 2) Shall be within two feet of grade with the public sidewalk.
 - 3) The building entry shall be clearly visible through the courtyard or plaza.
 - 4) The building facades along the courtyard or plaza shall comply with the Ground Floor Transparency requirement.
2. Alternatives to the ground floor transparency requirement: The Planning Director may modify the ground floor transparency requirement in the following instances:
- a. The requirement would negatively impact the historical character of a building;
 - b. The requirement conflicts with the structural integrity of the building and the structure would comply with the standard to the extent possible.

K. Landscaping:

All required front yards or areas between a street facing building façade and a street shall be landscaped and maintained as landscaping. Plazas, courtyards, and other similar permitted features count towards the landscaping requirements.

1. Park Strip Landscaping: Park strip landscaping shall comply with section 21A.48.060 of this Title. Outdoor dining, benches, art, and bicycle racks shall be permitted in the park strip subject to City approval.
2. Landscaping in Required yards: Where a front yard or corner side yard is provided, the yard shall be landscaped and maintained in good condition. The following standards apply:

- a. At least one-third (1/3) of the yard area shall be covered by vegetation, which may include trees, shrubs, grasses, annuals, perennials, or vegetable plants. Planted containers may be included to satisfy this requirement.
 - b. No vegetation shall block the clear view at any driveway or street intersection and shall not exceed 30 inches in height.
 - c. Asphalt as paving material located in a front yard or corner side yard is prohibited.
3. Parking lot landscaping: Surface parking lots with more than ten parking stalls shall comply with the following requirements:
- a. Perimeter Landscaping Buffer. A seven foot wide perimeter landscaping buffer is required. The buffer shall be measured from the property line to the back of curb or edge of asphalt.
 - b. The landscaped buffer shall comply with Table 21A.48.070.G Required Perimeter Parking Lot Landscaping Improvements.
4. Any applicable standard listed in 21A.48 Landscaping shall be complied with. Where this section conflicts with 21A.48, this section shall take precedent.

L. Permitted Encroachments and Height Exceptions:




Obstructions and height exceptions are permitted as listed in this section or 21A.36.020.



- 1. Canopies: Canopies covering the primary entrance or entrances to a structure may extend into the right of way provided all City processes and requirements for right of way encroachments are complied with.
- 2. Projecting Shade Structures:
 - a. Projecting shade structures, such as awnings, marquees, window shades, trellises, and roof overhangs, may be used to provide articulation and regulate building temperature, especially along south facing building facades. When used, a projecting shade structure may extend up to 5 feet into a required yard or over the public street.
 - b. Projecting shade structures shall not block storefront or display windows, piers, columns, pilasters, architectural expression lines, or other prominent façade features.
 - c. If used over a sidewalk or walkway, projecting shade structures shall maintain a vertical clearance of ten feet above the adjacent sidewalk or walkway.



M. Signs:

- 1. Applicability: This section applies to all signs located within the FB-SC and FB-SE zoning districts. This section is intended to list all permitted signs in the zone. All signs noted

below are allowed in either zoning district. All other regulations in chapter 21A.46 Signs apply.

 <p>A-Frame Sign</p>	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of two feet.
	Height	Maximum of three feet.
	Obstruction Free Area	Minimum of eight feet must be maintained at all times for pedestrian passage.
	Location Permitted	Private property or a public street. Signs are allowed on the streetcar corridor but shall be located outside of the Parley's Trail right-of-way.
 <p>Awning or Canopy Sign</p>	Specifications	
	Quantity	One per window.
	Width	Equal to the width of the façade or the window they are located adjacent to.
	Projection	No maximum depth from building façade, however for public and private properties, design subject to mitigation of rainfall and snowfall runoff, conflict avoidance with tree canopies, and issuance of encroachments permits where required. The awning or canopy can project a maximum of two feet into the streetcar corridor.
	Clearance	Minimum of 10 feet of vertical clearance.
	Letters and Logos	Allowed on vertical portions of sign only.
<p>Construction Sign, (see definition in 21A.46)</p>	Specifications	
	Quantity	One per construction site.
	Height	Maximum of 8 feet.
	Area	Maximum 64 square feet.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property.
 <p>Flat Sign</p>	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Width	Maximum of 90% of width of leasable space.
	Height	Maximum of three feet.
	Area	1½ square feet per linear foot of store frontage.
	Projection	Maximum of one foot.

Nameplate Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Area	Maximum of three square feet.
Political Sign (see definition in 21A.46)	Specifications	
	Quantity	No limit.
	Height	Maximum six feet.
Private Directional Sign (see definition in 21A.46)	Specifications	
	Quantity	No limit.
	Height	Five feet.
	Restriction	May not contain business name or logo
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.
Projecting Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Area	Six square feet per side, 12 square feet total.
	Projection	Maximum of four feet from building façade for public and private streets. Maximum of two feet within the streetcar corridor.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.
Projecting Parking Entry Sign (see projecting sign graphic)	Specifications	
	Quantity	One per parking entry.
	Clearance	Minimum of 10 feet above sidewalk/walkway.
	Height	Maximum of two feet.
	Area	Four square feet per side, eight square feet total.
	Projection	Maximum of four feet from building façade for public and private streets. Maximum of two feet within the streetcar corridor.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.

Public Safety Sign	Specifications	
	Quantity	No limit.
	Height	Maximum of six feet.
	Area	Eight square feet.
	Projection	Maximum of one foot.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.
Real Estate Sign 	Specifications	
	Quantity	One per leasable space. Leasable spaces on corners may have two.
	Height	Maximum of four feet for residential signs. Maximum of six feet for commercial signs.
	Area	Eight square feet is the maximum for residential. 16 square feet is the maximum allowed for commercial.
	Location Permitted	Private property or a public street. Signs can face the streetcar corridor but must be located on private property. All signs are subject to the requirements of the revocable lease permitting process.
Window Sign 	Specifications	
	Quantity	1 per window
	Height	Maximum of three feet.
	Area	Maximum of 25% of window area.

N. Accessory Uses, Buildings and Structures:

1. **Applicability:** The standards in this section apply to all accessory uses, buildings and structures in all the FB-SC and FB-SE districts.
2. **General Standards:**
 - a. **Specifically allowed structures:**
 - 1) **Residential Buildings:** Garages, carports, sheds, garden structures, and other similar structures are permitted:
 - a) Accessory buildings are permitted in rear yards only. Buildings associated with community gardens and urban farms are permitted in the buildable area of any lot and any rear yard area
 - b) No accessory structure shall exceed fifty percent (50%) of the footprint of the principal structure. Garages and carports may

be built to a size necessary to cover parking spaces provided all other requirements in this chapter are complied with.

- c) Building Height: No accessory structure shall exceed 17 feet in height to the top of the ridge unless otherwise authorized in this Title.

- d) Required Setbacks

- I. Setbacks along Established Streets

- a) Greenway Streets: not permitted within 15 feet of a property line.
 - b) Pedestrian Streets: Not permitted between property line and principal structure.
 - c) Access Streets: Permitted in a corner side yard provided the accessory structure is located at least 10 feet behind the street facing façade of the principal structure.
 - d) Neighborhood Street: Permitted in a corner side yard provided the accessory structure is located behind the street facing façade of the principal structure.

- II. From side property line: A minimum of one foot.

- III. From any rear property line: A minimum of one foot.

- IV. From any property line: A minimum of one foot.

- V. From the street facing plane of any principal building: A minimum of 10 feet.

- b. Fences, walls and retaining walls: The following regulations of fences and walls apply:

- 1) Fences along Established Streets:

- a) Greenway Street: Permitted in front and corner side yard to a maximum height of three feet. Fences up to six feet in height may be located a minimum of 15 feet from the street property line. Special exceptions for additional height are not authorized.
 - b) Pedestrian Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - c) Access Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.
 - d) Neighborhood Street: Permitted in front and corner side yard to a maximum height of three feet. Special exceptions for additional height are not authorized.

- 2) Permitted materials: fences and walls may be constructed of the following materials: wood, metal, stone or masonry. Chain link, vinyl, or synthetic wood products are permitted fence materials only along interior side yards or in rear yards.
 - 3) All fences, walls and retaining walls along the Greenway Street should be modified to meet the above requirements whenever modifications require compliance with this chapter of the zoning ordinance.
- c. Urban Agriculture structures: Hoop houses and cold frames are permitted in any yard up to a height of 24 inches.
 - d. Structures not listed: Accessory structures not listed in this chapter may be permitted as a special exception pursuant to 21A.52. All other requirements, including location requirements found in this section shall be complied with.

O. Parking Regulations:

1. Intent: The intent of parking regulations for the FB-SC and FB-SE zoning district is to provide necessary off street parking while limiting the amount of land dedicated to parking.
2. Minimum Parking Requirements: There are no minimum parking requirements for any use in the FB-SC and FB-SE zoning districts.
3. Maximum Parking Requirement: The maximum parking requirement is equal to the minimum off street parking requirements found in chapter 21A.44. Parking in excess of the maximum allowed may be granted as a special exception by the planning commission subject to the special exception standards in chapter 21A.52 of this title. The planning commission will approve, approve with conditions, or deny the request pursuant to chapter 21A.52 of this title.
4. Parking and Established Streets: The regulations in Table 21A.27.040.O.6 Parking and Established Streets apply to properties that have frontage on established streets.
5. Parking Structures or Garages: The maximum parking requirement does not apply to parking structures or garages that serve multiple parcels or uses or structures that provide off-site parking.

Table 21A.27.040(O)(6)

	Greenway Street	Neighborhood Street	Pedestrian Street	Access Street
Vehicle access location	Not permitted.	Only permitted when Access Street is not accessible. One driveway per building form.	Only permitted when Access Street is not accessible.	One driveway per building form or one driveway for every 100 feet of frontage.
Driveway width	Not applicable.	Maximum of 24 feet.		Maximum of 30 feet.
Curb Radius	Not permitted.	5 feet	10 feet	20 feet
Surface Parking in Front or Corner Side Yard	Permitted if setback a minimum of 15 feet and screened.	Not permitted		
Minimum Sidewalk width	Not applicable.	10 feet		
Minimum park strip width	Not applicable.	8 feet		

7. Parking Design Standards: Other than the parking standards identified in this section, all sections of chapter 21.44 Parking shall apply.
8. Bicycle Parking: Bicycle parking shall be as follows:
 - a. Residential Uses: Three bicycle stall for every five residential dwelling units. If four or more bicycle stalls are provided, 50% of the stalls shall be located so they are available for public use.
 - b. Non-Residential Uses: Bicycles stalls for non-residential uses shall be provided as follows:
 - 1) Retail and Restaurant: One bike stall per 2,500 square feet of gross area.
 - 2) Office: One bike stall for every 1,500 square feet of gross area.

If four or more bicycle stalls are provided, 50% of the stalls must be located so they are available for public use.
 - c. Bicycle Stall Design Standards: All bicycle parking stalls shall comply with the following standards:
 - 1) Each bicycle parking space shall be sufficient to accommodate a bicycle

at least six feet in length and two feet wide.

- 2) Include some form of stable frame permanently anchored to a foundation to which a bicycle frame and both wheels may be secured using a locking device.
- 3) Bicycle parking for public use shall be located as close to the primary building entrance as possible.
- 4) Bicycle parking for public use shall be located within twenty five feet of a public sidewalk so parked bicycles can be seen from either a storefront window or street.
- 5) Bicycle parking shall be illuminated when located outside of enclosed building. Illumination may be provided by lights attached to the building, lights from inside the building or from other outdoor lighting.
- 6) A minimum five feet of clear space shall be provided around the bicycle parking to allow for safe and convenient movement of bicycles.
- 7) Bicycle parking may be located inside of the principal building or an accessory structure that is legally located provided at least 50% of the required bicycle parking is located where it may be used by the public.

P. Permitted Land Uses:

1. Applicability: The table of permitted uses applies to all properties in the FB-SC and FB-SE zoning districts:
 - a. Permitted Uses: A use that contains a P in the specific sub-district is permitted in the sub-districts.
 - b. Uses not listed: Uses not listed are prohibited unless the Zoning Administrator has made an Administrative Interpretation that a proposed use is more similar to a listed permitted use than any other defined use. A use specifically listed in any other land use table in Title 21A that is not listed in this section is prohibited.
 - c. Building Form: Uses that are included in the description of each Building Form are permitted in the sub-district where the Building Form is permitted.

Table 21A.270.040.P Permitted Uses

Use	FB-SC and FB-SE
Accessory use, except those that are specifically regulated in this chapter, or elsewhere in this title	P
Alcohol, microbrewery	P
Alcohol, social club	P

Alcohol, tavern or brewpub, 2,500 square feet or less in area	P
Animal, veterinary office	P
Antenna, communication tower	P
Art gallery	P
Bed and breakfast	P
Bed and breakfast inn	P
Bed and breakfast manor	P
Clinic (medical, dental)	P
Community garden	P
Daycare center, adult	P
Daycare center, child	P
Dwelling, assisted living facility (large)	P
Dwelling, assisted living facility (small)	P
Dwelling, cottage	P
Dwelling, group home (large)	P
Dwelling, group home (small) when located above or below first story office, retail, or commercial use, or on the first story where the unit is not located adjacent to street frontage	P
Dwelling, multi-family	P
Dwelling, residential substance abuse treatment home (large)	P
Dwelling, residential substance abuse treatment home (small)	P
Dwelling, single-family attached (Row House building only)	P
Dwelling, transitional victim home (large)	P
Dwelling, transitional victim home (small)	P
Eleemosynary facility	P
Farmers' market	P
Financial institution	P
Funeral home	P
Hotel/motel	P
House museum in a landmark site	P
Laboratory (medical, dental, optical)	P
Library	P
Mixed use developments including residential and other uses allowed in the zoning district	P
Museum	P
Nursing care facility	P
Office, medical or dental	P
Office and/or reception center in landmark site	P
Open space	P
Park	P
Parking, off-site	P ¹
Photo finishing lab	P
Place of worship	P

Plazas and squares	P
Recreation, commercial (indoor)	P
Recreation, community center	P
Recreation, health and fitness facility	P
Research and development facility	P
Research facility (medical/dental)	P
Restaurant	P
Retail goods establishment	P
Retail goods establishment, plant and garden shop with outdoor retail sales area	P
Sales and display (outdoor)	P
School, college or university	P
School, music conservatory	P
School, professional and vocational	P
School, seminary and religious institute	P
Seasonal farm stand	P
Solar array	P
Store, specialty	P
Studio, art	P
Studio, dance	P
Theater, movie	P
Urban farm	P
Utility, building or structure	P
Utility, transmission wire, line, pipe or pole	P
Vending cart, private property	P
Wireless telecommunications facility (see Table 21A.40.090.E of this title)	P

Footnotes:

1. Parking, Off-Site is only permitted on parcels that contain a principal building and shall comply with the parking requirements identified in the Building Form Standards section. No principal building shall be demolished to accommodate off-site parking. Consideration to allow off-site parking will be made when it is part of a larger cohesive development presented as one project to the City

Attachment B

Zoning Map Options A, B and C

Sugar House Proposed Zoning - Option A



Sugar House Proposed Zoning - Option B



Sugar House Proposed Zoning - Option C



Attachment C

Wasatch Choices 2040 Template Form Based Code and the Streetcar Form Based Code

Wasatch Choices 2040 Template Form Based Code and the Streetcar Form Based Code

The Wasatch Choices 2040 Template Form Based Code (Template Code) was created as a tool for local communities to help implement the Wasatch Choices Growth Principles necessary to address growth related issues that will be created by the regions anticipated growth from now until the year 2040. The Template Code was created by a consultant who worked with a large and diverse group of local representatives to identify specific needs of the region, specific transit served places, and to understand local planning and development cultures.

The Template Code includes an introduction that introduces the concepts, benefits, visioning, and steps to calibrate a form based code. According to the Template Code, the benefits of a form based code (FBC) include:

- Focus is on the public space and how buildings interact with the street.
- Predictable results: FBC's define the form and general appearance of buildings as primary concerns and consider land use as a secondary concern.
- Codified requirements: the design elements are codified, which makes them requirements where typical design guidelines are simply encouraged.
- Place specific regulations: regulations are tailored or "calibrated" for the community.
- Built from Community Preference: form based codes embrace public engagement by identifying a vision for an area. The vision for the Sugar House streetcar corridor was created by a consultant, working in conjunction with the communities in Salt Lake City and South Salt Lake City, in 2011 and 2012.
- Highly illustrated document: concepts are illustrated in a form based code, so they are easier to understand.
- Levels of Control: the local community has flexibility in how they apply the codes; some communities only regulate the building envelope while other communities can choose to regulate more specific design elements, like the amount of glass on the front of a building.
- Economic benefits: according to the Template code, FBC's can bring higher real estate values and increased occupancy rates.

Creating a Vision based on a broad public outreach effort is critical to any successful form based code. The Sugar House Community Master Plan identifies the Vision for the area. Because the Sugar House Master Plan is more than a few years old, Salt Lake City, South Salt Lake and UTA worked with a consultant to review the area near the corridor to validate the existing vision for the area, identify areas where the vision should change and explain what that change should be. That process, which occurred in 2011-12 resulted in an updated vision for the corridor which became the basis for the proposed model form based code.

The Template Code includes 6 sections that are designed to interact with one another. These sections include:

1. Place Types
2. Districts
3. Uses
4. Building Types
5. Street Types
6. Open Space Types

In addition, the Template Code identifies three additional sections (Landscaping, Parking, Signs and Administration) that are provided as ancillary sections if needed by local communities.

The Template Code identifies a ten step process to the calibration process. Calibration means to make the code work for a local community. The below chart lists the steps and identifies how the proposed code followed those steps.

Template Code Calibration Process	Proposed Streetcar Corridor Code
1. Define the Vision	The Vision was built off of the Sugar House Community Master Plan (2005) and a consultant led community vision process in 2011-12.
2. Select a Place Type	The Streetcar Corridor is a bit unique in that the area where it is to be proposed is split in two by a historic, mostly single family neighborhood. Due to the desire to maintain the character of that neighborhood, the code could be considered to have two place types: A Town Center place type at 700 E and 2100 South and more of a transit neighborhood around 900 East and Sugarmont Dr.
3. Calibrate the Place Type	Both areas were calibrated by considering the existing block layout, street grid, and the vision. The identified place type is described in the beginning of the proposed code.
4. Calibrate blocks and streets	The proposed code identifies specific street types, but does not require new streets.
5. Calibrate the Districts	The proposed code identifies two districts: a core (taller buildings) around the 700 East streetcar stops with an edge (buildings scaled to respect adjacent neighborhoods) that transitions to the residential neighborhoods. At the 900 East station, only the edge district is applied.

6. Calibrate Uses	The table of uses only identifies permitted uses. The proposed code allows the same uses in each district. This is primarily due to most of the area where the Template code is proposed is already commercial property. The permitted uses are based on the vision and best practices of successful development around transit, both locally and nationally.
7. Calibrate Building Types	The building types, including setbacks, heights, design requirements, etc. have been created to reflect the nature of the area, accommodate future growth and support the use of the streetcar and the adjacent trail. The building types are also calibrated to the types of streets that they front, as well as the streetcar and greenway corridor.
8. Calibrate the Open Space	Due to the limited area that the form based code is being applied and the existing open space (Fairmont Park, PRATT trail/streetcar greenway), no new open space is proposed. Sugarhouse Park, Forest Dale Golf Course, and Hidden Hollow are within walking distance of the streetcar line. The Template code also suggests that open space be required for developments over 15 acres. None of the parcels in this area are over 15 acres.
9. Calibrate Additional Requirements (including landscaping, signs, parking and administration)	Salt Lake City has existing regulations that address parking and landscaping. In regards to parking, the proposed code suggests eliminating parking minimums and applying parking maximums. The Template code suggests lowering existing parking requirements. The Template code also suggests applying a maximum, but allowing an increase over the maximum through a special process. The proposed code includes sign regulations intended to make it easier for pedestrians to see the signs as they walk down the sidewalk. The proposed code has taken into consideration the existing administrative rules in SLC's zoning ordinance. As a result, the administration of the code would be handled in the same manner as other zoning district. New development, or major additions to existing structures, would have to comply with the regulations in the proposed code if it were adopted. There could be the possibility of planned developments, subdivisions, special exceptions and variances within the proposed code.

10. Map and adopt	The proposed code has been mapped and is being considered a “base zoning district”. It is in the official adoption process now.
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Wasatch Choices 2040 Template Form Based Code and the Proposed Streetcar Corridor Form Based Code

Below is a comparison of each section of the Template Form Based Code and the proposed code for the Sugar House Street Car Corridor. The comparison follows the order found in the Template Code. The order of regulations within the proposed code follows the general outline found within the existing Salt Lake City Zoning Ordinance. For most base zoning districts, the City’s Zoning Ordinance includes a purpose, intent and description of the zoning district, followed by lot and district requirements, yard and bulk requirements, and design standards. In most cases, land use table are found at the end of each section and are grouped based on category of zoning district (such as Residential Districts, Commercial Districts, etc). The existing zoning ordinance separates some standards that apply to multiple zoning districts into specific chapters, such as Parking, Landscaping, Signs and Accessory Buildings and Uses. The proposed code generally follows this same structure, with a few variations and in some cases references other sections of the existing code, which are sufficient to fulfill the goals of the form based code.

Place Types

The Template code identifies a number of different place types and suggests calibrating the code based on the existing nature of the area or the desired nature of the area. The Template Code considers the street pattern, block configuration, block size, streets, lots, etc. in determining the place types. Each Place Type includes districts (Core, General and Edge) and regulations for block perimeter length, street types, open space requirements and civic space requirements. When discussing calibrating the place types, the Template code states that place types may be used as districts and mapped on the zoning map. If place types are used as guides, then the Core, general and edge districts are the zoning districts that show up on the zoning map.

The proposed streetcar corridor code describes the area in a context, which identifies the general character of the area in terms of streets, blocks, access patterns, building placement, location and scale, and mobility. While the proposed code does not specifically identify a place type, it does identify the core and edge of the area to be mapped. In this regard, the Template code influenced the proposed code by identifying common characteristics between the two

(street pattern, block, existing development, etc) and then both a core and edge sub district were identified. Sub districts were used to make the code flexible for future application and the creation of additional sub districts located in similar contexts in the City.

The proposed code identifies specific street types. However, because most of the streets are existing and it is unlikely that any new streets will be created, no regulations are proposed for new streets or new blocks. The proposed code does include a mechanism for bringing existing infrastructure up to a new standard to address the increase in pedestrian and bicycle traffic that is anticipated within the area. The City Council is currently considering the “Sugar House Circulation Plan” that would identify some reconfiguration of existing streets. While these changes are primarily in the Sugar House business district, the Circulation Plan, which is an implementation plan based on the existing master plan, would be the appropriate place to discuss future changes to the existing streets.

Districts

The Template Code utilizes Core, General, Edge and Civic Districts. The Template Code states that a “district” in this code is the same as a zoning district found in a conventional zoning code and that this structure was used to allow a form based code to be used within the structure of a more conventional, existing code. Within each district in the Template code is a list of permitted uses, similar to many conventional codes. In place of bulk requirements (setbacks, height, etc) the Template code includes a series of building types, each with its own set of regulations. The use of the Core, General and Edge is based on a typical traditional neighborhood. Each of these districts (Core, General, Edge) are intended to provide a different scale of development.

The proposed code simplified the district concept by identifying two sub districts, the Core and the Edge. Both include a series of building types that are allowed in each district. Each building type has specific regulations that apply to it, including the range of setback, height, how the building addresses the street and design standards. Due to the existing, mostly commercial nature of the areas within the core and edge districts of the proposed code, the allowed uses are the same in both districts.

Uses

The Template code utilizes a table of permitted uses categories, uses that could be permitted with special approval, and uses that are prohibited on upper floors in each of the districts. The Template code indicates that the use tables are likely to see major revisions during the calibration process in order to fit the community that is utilizing the Template code. The Template Code proposes defining each category of uses, with a longer list of specific uses within each category.

The proposed code places the table of permitted uses at the end of the Form Based Code section, to match the City's existing code structure. The existing terms and definitions are used in the proposed code in order for the code to fit the administrative structure of the City. The existing terms and definitions are consistent with the proposed changes that the City Council is considering to the Land use Tables. All listed uses are permitted, and there are no conditional uses listed or upper level prohibitions of uses in the proposed code.

Building Types

The Template Code utilizes a number of building types, with varying scales depending on what district the building may be located. Each building type is identified in an image. The building types listed include Storefront, General Stoop, Limited Bay, Civic, Row, and Yard Building. A table identifies which districts the building type is permitted in. Each building type includes a series of regulations that apply to it, which include Building Siting, Height, Uses, Street Façade Requirements, and Roof Type. The regulations are presented in a table, with text that describes each line in the table. All building types within the Template Code are intended to be modified to fit the vision for the area. The Workbook associated with the Template Code identifies that calibrating building types is likely the longest step in the process and requires changes to the building type regulations identified in the Template.

In the proposed code, building types are called "building forms". Each Building Form includes a written description of its characteristics and includes visuals that provide an example and help identify each form. The building forms used include Multi-family, Store Front, Row and Cottage. Each building type has its own set of standards, similar to the Template code. Some of the standards in the proposed code are based on the type of street the building is located on. The proposed code also identifies how to address situations where the edge district is adjacent to a single family neighborhood. Some of the requirements include a series of options, such as building entries that provide some flexibility to the developer or property owner. Many of the standards utilize language that already exists within the Salt Lake City Zoning Ordinance in order to simplify the administration of the code.

Street Types

The Template code identifies the following street types: Alley, Lane, Neighborhood, Connector, Avenue and Boulevard. Each type of street has a list of standards that address where they are permitted, what building types are permitted along the street, the width, travel lanes, parking lanes, bicycle lanes, pedestrian spaces and buffers. The Template code identifies which items in this section should be addressed during the calibration process and anticipates that each locality that uses the Template would define the street types within their community.

The proposed code identifies the following types of streets: Greenway, Neighborhood, Pedestrian and Access. Each of these designations is applied to the existing streets that are

adjacent to the properties that are mapped as either the Core or Edge. Because the street network exists and it is unlikely that new streets will be created, the street types in the proposed code are limited to what types of buildings are allowed on each street, how those buildings address the street, signage, and other regulations. The proposed code does not address travel lane widths, bicycle lanes, or other non-pedestrian aspects of the streets. Those regulations are found elsewhere in the City's regulations and referenced within the proposed code.

Open Space Types

The Template Code states that the open space section applies to "new, larger developments that will subdivide and utilize the place type requirements in section 1. In section 1, the Template code says that open space types should apply to developments over 15 acres in size. The open space types identified in the Template code include Pocket Park, Commons, Greens, Squares, Plazas, Park and Greenway. Each type includes specific regulations about minimum size, access, permitted structures, etc.

The proposed code does not include any open space types. This is primarily due to the size of the districts and the size of the parcels; the lots are generally smaller (with a few exceptions) and the districts are relatively small compared to the place types identified in the Template code. The proposed code does require each parcel to include a minimum of 10% of the lot area as open space, but it is intended to provide open space for the users of the building, and not necessarily the public.

Landscaping

The Template Code identifies that landscaping is limited in area due to the nature of creating a walkable, urban place. Landscaping would primarily be located along the street, in some yards, and open space. It states that the majority of the landscaping regulations are options assuming there are existing landscaping requirements in the City.

The proposed code does contain some landscaping requirement, specifically for park strips, required yards and parking lots. These regulations essentially reference the existing landscaping requirements elsewhere in the code that address more specifics such as area to be landscaped, types of landscaping, buffer widths, etc.

Parking

The Template code identifies the opportunity to reduce the amount of parking in transit served, mixed use areas such as those identified in the place types. The Template code includes a table of minimum requirements based on use. The code suggests that communities consider applying parking maximums, with some special process identified to exceed the maximum.

The proposed code proposes to eliminate all minimum requirements and apply a parking maximum. Eliminating the parking minimum reduces the cost of building parking for new development while also allowing the market to determine what the acceptable parking ratio is. This allows new development, particularly multi-family development to dedicate less land to parking, which lowers the cost and promotes a compact, walkable environment. The use of maximums prevents the creation of parking infrastructure that would be difficult and expensive to remove as the area sees lower automobile use. A maximum could be applied in this area due to the streetcar, north south bus lines, existing and under construction bicycle facilities and the general nature of the area. The Planning Commission identified a desire to create a process that would allow someone to exceed the maximum parking, and staff is working on addressing that issue. In addition, the proposed ordinance includes a section that allows parking garages that provide parking for multiple uses or multiple parcels to exceed the maximum.

The existing parking chapter in the zoning ordinance contains information about the design, layout, etc. of all parking in the City.

Sign Types

The Template Code recognizes that sign regulations are likely already found in most zoning codes. It therefore recommends that the sign type section be optional, with recommendations focused on emphasizing pedestrian oriented signs. The Template Code recognizes that existing sign regulations may not be accomplish this and recommends having a discussion about signs. The Sign Type section includes regulations that address typical sign standards, including definitions, size, location, number, etc.

The proposed code does include a section on signs and has been calibrated to use terms already defined within the existing zoning ordinance. The proposed sign regulations include similar requirements as the Template code, with an emphasis on pedestrian oriented signs.

Administration

The Template code includes a section on how to administer the Template code. It provides three options on how to utilize the template. It discusses applicability, enforcement, development review, application processes, subdivisions, conditional uses, variances, nonconformities, etc.

The Salt Lake City Zoning Ordinance already addresses all of the items identified in the Template code. To ease the transition to a different type of zoning, create consistent administration, and reduce the amount of time and resource required training staff, the proposed code utilizes existing administration processes and regulations identified in the zoning ordinance. In addition, the proposed code identifies the trigger point (new construction or additions over a certain size) for when compliance with the proposed code is required.

Attachment D

Additional Information on Parking Requirements

Smart Growth Alternatives to Minimum Parking Requirements

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Abstract. Many fights over new and changed development center on traffic and parking. Low-density, single-use development causes degradation of the built and natural environments. Its consequences include increased emissions, runoff, and loss of habitat. Many communities have responded by encouraging new development in mixed-use, compact ways that provide housing and travel choices, a style commonly known as smart growth. Because of their characteristics, smart growth developments can typically be served with less parking. However, many municipalities rely on inflexible minimum ratios, which do not recognize the wide variety of urban development types. Proven techniques can increase availability without increasing supply by changing parking management and pricing strategies, and improving alternatives to parking. The minimum standards can be made more context-specific, and include on-street and other shared parking as part of the required supply. Minimum requirements can be replaced by maximums and transferable entitlements. Car-sharing and improvements to pedestrian, bike and transit service can decrease the demand for parking at developments. Unbundling pricing from other costs, and balancing costs to reflect costs of service can produce more economically efficient use of all modes. Separately and in combination, these methods reduce the amount of parking required and thereby support better development and improved environmental outcomes. In 1999, EPA developed a report “Parking Alternatives” that documented work to that date; an update will be released in June 2003 as “Parking Spaces / Community Places: Finding the Balance through Smart Growth Solutions”. This paper provides highlights from the forthcoming update.

INTRODUCTION

Nationwide, haphazard sprawl development is consuming open space near metropolitan areas and increasing automobile dependency. This trend is resulting in destruction of natural habitat, air and water pollution, excessive public and private expenditures on infrastructure expansion, increased transportation and travel costs, and shifts in jobs out of cities. Simultaneously, abandoned properties in once thriving urban areas are left behind with an underutilized public infrastructure, thus feeding the cycle of disinvestment in urban areas. Many interrelated factors influence this, including the cost and ease of development. As the cycle of automobile dependency has accelerated, providing parking in urbanized areas has become a significant expense and deterrent to infill and brownfield redevelopment—development intended to reduce suburban sprawl and protect the environment by encouraging developers to invest within existing urban infrastructures. Providing parking in outlying greenfield areas is less burdensome because of the availability of land for low cost parking facilities, but no less injurious to the environment.

In many instances, efforts to accommodate parking have overextended actual need. An important case in point, and a focus of this guide, is the approach used by many cities to establish minimum parking requirements—typically a generic formula based on satisfying maximum demand for free parking. Although this practice may allow city planners to err on the side of caution, it has some serious drawbacks. In practical terms, this practice increases the cost of development and creates disincentives with respect to smart growth development and redevelopment. In addition, generic parking requirements create excess parking spaces that consume land and resources, encourage automobile use and associated pollution, and degrade water quality. The oversupply of parking is of particular concern for smart growth development in urban areas where the existing parking infrastructure can be better utilized and parking alternatives, such as shared parking and increased use of transit and pedestrian modes, can be more readily implemented.

With the shifting trend to urban revitalization over the past decade, the timing is opportune for instituting changes in parking requirements and transportation behavior. An important way to reduce the demand for parking and the need to supply parking to meet maximum demand is to provide transportation choices. This can be achieved by reducing the supply of parking in areas where transportation choices exist and by providing incentives for making other choices. Such changes will encourage infill redevelopment and reduce vehicle miles traveled, mobile source emissions and congestion. They will also increase ridership for public transit and, in turn, provide the additional revenues needed to support public transit improvements.

There are, of course, potential drawbacks to reducing the supply of parking. Lenders, for example, may be unwilling to approve loans because plans do not meet their minimum parking requirements; developers may be concerned about the long-term marketability of their property; and residents may fear that parking will spill over into surrounding residential neighborhoods. Such concerns can be more readily addressed if: the factors that affect parking demand are understood; walkable, pedestrian-oriented development design is implemented; and viable transportation choices exist. Concerns are also alleviated when developers, employers, and employees are aware of programs that balance the attractiveness of other transportation choices. The Transportation Equity Act for the 21st Century (TEA-21), for example, allows businesses to give their employees up to \$100 per month in tax free transit subsidies. TEA-21 also allows employees who commute by public transit or vanpool to deduct the cost of commuting from their taxable income if they do not receive a subsidy.

The longer and forthcoming report will include substantial detail on the application case studies. The focus of this paper is to disseminate knowledge and understanding of these issues. Specifically, this paper will:

- Portray how parking requirements are currently set;
- Discuss the environmental impacts of parking;
- Describe alternatives to generic minimum parking requirements and provide examples of successful implementation.

ESTABLISHING PARKING REQUIREMENTS

In setting parking requirements, planners typically use generic standards that apply to general land use categories (e.g., residential, office, retail). Such standards have been developed and published by professional organizations, including the Institute of Transportation Engineers (ITE), based on experience in many locations. Much of the data on which these standards are based comes from low-density, single-use developments with limited transportation choices. Therefore, the generic parking rates can not take into account the mix of context-sensitive, community-specific variables—density, demographics, availability of transportation choices, or the surrounding land-use mix—all of which influence demand for parking and *should* be reflected in parking requirements. Instead, requirements are based on maximum demand for parking, when parking is provided at no charge to users, and walking, biking, and transit are not available choices. This formula yields a surplus of parking area that is costly for developers to provide, and it subsidizes personal automobile use and encourages auto use even in areas where convenient transportation choices exist. Because of the way in which they are typically established, parking requirements are remarkably consistent across different cities, despite varying levels of economic vitality, population size, and development density.

Alternatively, parking requirements can be established using methods that are better tailored to specific development projects. This approach entails careful consideration of the following land use characteristics that relate to parking demand:

- **Development type and size.** Takes into account the specific characteristics of the project. Parking demand is influenced by the size of the development (typically measured by total building square footage), as well as the type of land use (e.g., retail, industrial). Generic parking formulas address these factors to some extent.
- **Population and development density.** Considers the density and demographic characteristics of the people using the building, including employees, customers, residents, and visitors. Information on income, car ownership, and age distribution also helps in projecting total parking demand.
- **Availability of transportation choices.** Takes into account the modes of transportation available to employees, visitors, and residents. Proximity of public transportation to a particular development, for example, will reduce parking demand. Walkable neighborhoods and bicycle amenities will also reduce parking demand.
- **Surrounding land use mix.** Considers the surrounding land uses and density to better understand parking needs, and evaluates whether overall peak demand is lower than the sum of peak demands for different uses. This concept takes the timing of parking demand into account in determining the aggregate demand of multiple uses. The type of community in which a development is located will also affect parking demand. For example, if a project is located in a city's central business district, the availability of general use parking will reduce on-site parking demand. On the other hand, if the development is located in a residential area, on-street parking may be unacceptable to local residents, increasing the need for off-street parking at the development.

Land use and demographic information are important tools for establishing project-specific parking requirements that create a better match of supply and demand for parking than do many generic requirements. Moreover, adjusting parking requirements downward to reflect realistic demand helps reduce the total cost of development, particularly in urban areas. By reducing cost, a potential deterrent to smart growth development and redevelopment can be removed.

ENVIRONMENTAL IMPACTS OF PARKING

The significant environmental costs associated with parking are not typically factored into development decisions, and only recently have begun to be considered in setting parking requirements. Construction of unnecessary impervious surfaces increases the impacts of stormwater runoff, either on the storm sewer system or the surrounding land. Paved surfaces can also result in water pollution and flooding, resulting in a decline in adjacent property values. Heat islands, or areas of artificially raised temperatures, also are exacerbated by unnecessary pavement.

Consuming land for parking also reduces the land available for greenspace or other, more productive development. Land preserved as part of the green infrastructure allows stormwater to percolate into the soil, provides wildlife habitat, provides air quality and noise reduction benefits, and is aesthetically desirable. Land developed for living, working, and shopping rather than just parking provides more intensive use. This lowers the demand to develop other land nearby or elsewhere in the region. Intensifying uses also creates a more supportive environment for transit and walking, and potentially for bicycling as well.

Providing more parking than demanded, and at artificially low prices, contributes to several harmful environmental impacts. First, this subsidy of automobile use leads directly to excess driving. This results in increased auto dependency and air pollution, accidents, and congestion. Second, it indirectly degrades the attractiveness of walking and biking, by increasing distances between activities and creating uninteresting routes. Third, it indirectly undermines the potential for transit service by decreasing the density of development possible.

All of these environmental costs tend to be greater for parking built in greenfield areas where there is more inexpensive but ecologically-sensitive open space available and where development densities are lower thus requiring more and longer automobile trips. Because these environmental costs are not realized by developers, they do not influence development decisions which are driven primarily by the direct financial costs that are typically lower in greenfield areas.

For more detailed information about the impacts of alternative development patterns, see "Parking Alternatives" (1) and "Our Built and Natural Environments" (2).

INNOVATIVE ALTERNATIVES TO MINIMUM PARKING REQUIREMENTS

Some local governments have implemented alternatives to generic parking requirements that increase availability from existing supply, reduce the demand for parking, or create more cost-effective and environmentally sensitive parking structures that preserve pervious surfaces. By lowering total development costs, some of these parking alternatives have consequently encouraged smart growth development and redevelopment. This section presents these proven alternatives and includes discussion of their establishment, advantages, and potential concerns. The alternatives are organized according to their influence on parking supply, parking demand and pricing.

Increasing Availability from Existing Supply or Limited Expansion

Frequently, the supply of parking in developed areas is sufficient to meet parking demand, but a combination of reasons limit the availability of that supply. For example, reserved parking in or around office buildings may not be available for nearby evening cultural or entertainment activities. Similarly, residential parking emptied by commuters could serve daytime users of that area, but is typically “24-hour reserved”. Several strategies can make this parking more available without requiring more be built. Similarly, policies that result in limiting the supply of parking are an effective way to reduce the costs of constructing and providing parking. Limiting supply can also reduce the environmental impacts associated with increased impervious surface of parking facilities, and can influence automobile use and reduce associated air pollution impacts. The alternatives discussed below ensure parking availability while reducing the supply provided under generic minimum requirements.

Context-specific Minimum Requirements

As discussed in the Introduction, generic minimum requirements are typically set based on maximum observed demand for free parking in areas with no transportation choices. However, parking demand is determined by a range of factors that lead to significant variations within and across jurisdictions, meaning that a single standard for each land use may not be appropriate. For residential developments, the most important factor is density. Each time residential density doubles, auto ownership falls by 32 to 40 percent (3). Higher densities mean that destinations are closer together, and more places can be reached on foot and by bicycle—reducing the need to own a car.

Other factors that are strongly correlated with lower vehicle ownership in urban areas are frequent transit service, small household sizes, low incomes, a high proportion of seniors, and rental housing (4). Obviously, many of these factors tend to go together; frequent transit and lower-income households tend to be typically found in the most dense parts of a city.

Similarly, at commercial developments, transit access, mix of uses, and density are good predictors of parking demand. Often developers are interested in finding ways to reduce the vehicle trip generation calculations for their expected development, so that they can demonstrate fewer impacts on the surrounding roadway network, while they may not always be so eager to reduce the amount of parking to supply. Linking these two and offering trip reduction credits to developments that lower their parking ratios is a strategy that could encourage commercial developments, especially those on the urban edge, to take a more innovative approach to parking supply.

A major challenge for cities is how to convert this research and data, together with experience from other settings, into local parking requirements or planning approvals for specific developments. Some of the mechanisms being used are:

Transit zoning overlays. Many cities reduce minimum parking requirements citywide for certain types of uses that are within a specified distance of a rail station or frequent bus route. Montgomery County, Maryland, for example, grants reductions of up to 20 percent, depending on distance from a Metrorail station. Transit zoning overlays often go beyond parking to address issues such as density, design, and allowable uses.

New zoning districts or specific plans. Parking requirements can be lowered in specified neighborhoods, through the use of designated zoning districts or neighborhood specific plans. Most commonly, this applies to the downtown, where cities such as Milwaukee, Wisconsin, lower parking requirements or waive the minimums altogether. However, the same technique can be applied to other high-density, mixed-use neighborhoods that offer frequent transit, such as Seattle’s Pike/Pine district. Specific Plans are particularly useful to encourage infill development in older neighborhoods or on brownfield sites.

Parking freezes. The amount of parking required can be directly reduced through parking freezes that cap the total number of parking spaces in a particular metropolitan district. Such freezes have been implemented in various areas

of the country in response to nonattainment of environmental standards, traffic congestion, or other urban planning considerations. Parking freezes need to be implemented in conjunction with viable public transportation options. Cities with successful parking freezes generally have strong economies and are attractive to tenants, customers, and visitors. Such cities can attract businesses because the benefits of the urban location outweigh the potential drawback of limited parking, and because public transit offers a viable choice.

Reductions for affordable and senior housing. Citywide reductions in parking requirements can be granted for below-market-rate units and senior housing, recognizing that residents are less likely to own vehicles. Los Angeles, California grants a reduction of 0.5 spaces per unit for deed-restricted affordable housing units, with further reductions if they are within 1,500 feet of mass transit or a major bus line.

Case-by-case evaluation. Codifying reductions in parking requirements provides the greatest certainty for developers, and enables them to plan for less parking from the outset. It also reduces the risk of developments being held up in the permitting process, or being challenged by local residents who may be reluctant to see the project built at all. Where this is not possible, however, reductions in parking requirements can be granted on a case-by-case basis, often on the condition that mitigation measures such as car-sharing are provided. Cities such as Eugene, Oregon, specify in their zoning codes that such reductions will be granted subject to a parking study showing that the proposed provision will be adequate to meet demand.

Land banking and landscape reserves. These acknowledge the uncertainties in projecting demand, by setting aside land that can be converted to parking if demand is higher than expected, or to cope with future expansions. In many cases, landscaping can be used to turn this set-aside land into an attractive amenity for the development or wider community. Such policies have been implemented in cities throughout Oregon, and others such as Palo Alto and Carmel in California; Cleveland, Ohio; and Iowa City, Iowa. Palo Alto, for example, allows reductions of up to 50 percent in minimum parking requirements provided that the difference is made up through a landscape reserve. None of the city's landscaped reserves have subsequently been required for parking.

Data on variations in parking demand comes from many sources. The U.S. Census readily provides ownership information, and can be used to set baseline parking requirements for residential uses. Local surveys can reveal parking occupancy at below-market-rate developments. Alternatively, mathematical models can quantify the expected reduction in parking demand by lower-income households (3). While commercial parking demand is often derived from trip generation models, information from aerial photographs, field observations of parking occupancy at existing developments, and surveys of staff and customers can also provide data. As a further incentive, parking requirements should be linked to the provisions of a Transportation Demand Management (TDM) Plan. For example, if a site's TDM plan calls for a 20 percent reduction in employee commute trips, then the developer should be permitted to build less parking than would otherwise be required.

However, the exact parking demand will still depend on many factors, including the specific design and location of pedestrian and vehicle entrances, the price of parking, and any TDM programs. Supply and demand are also intertwined due to self-selection—developments with less parking will tend to attract tenants or purchasers who need fewer spaces. Parking demand is not a fixed number, and should not be treated as a physical law (5).

One approach is for cities to simply acknowledge these uncertainties, and abolish all parking requirements in neighborhoods that are served by a range of travel options and where surrounding residential areas are protected from spillover (6). This leaves it up to developers—who have a financial interest in meeting tenants' needs while not oversupplying parking—to determine how many spaces are needed.

Maximum Limits and Transferable Parking Entitlements

In contrast to generic minimum parking requirements, maximum limits restrict the total number of spaces that can be constructed rather than establish a minimum number that must be provided. Planners set maximum limits much like they set minimum requirements. Typically, a maximum number of spaces is based on square footage of a specific land use. For example, the City of Portland, Oregon restricts offices in the central business district to 0.7 parking spaces per 1,000 square feet, and retail to 1.0 space per 1,000 square feet of net building area. Contrary to what might be expected, the maximum limits in Portland have not led to a parking shortage because of the balance of transportation choices available.

One option to make maximum parking requirements more flexible is to introduce transferable parking entitlements, as in Portland, Oregon. The allowed number of parking spaces for a particular development are an

“entitlement” that can be transferred or sold to another development if they are unused. This policy enables cities to control the parking supply, without restricting developments that would not be feasible without additional parking. From a financial standpoint, both developers benefit. Projects that require more parking can proceed, while those that need less parking can benefit by selling their rights, or negotiating shared parking agreements for their employees or customers.

Planners establish maximum limits instead of minimum requirements for various reasons. By managing the supply of off-street parking and reducing automobile use, Portland’s planners hope to “... improve mobility, promote the use of alternative modes, support existing and new economic development, maintain air quality, and enhance the urban form of the Central City” (7). Both planners and developers benefit from restricting the number of parking spaces allowed.

From the planner’s perspective, maximum limits improve the urban environment by preserving open space and limiting impervious surfaces; reduce congestion; encourage attractive, pedestrian-friendly urban design; and promote transportation choices. From the developer’s perspective, maximum limits minimize costs for parking construction, operations, and maintenance; reduce traffic and traffic related costs; and increase leasable space within a given floor-to-area ratio. However, when limiting the supply of parking, planners must consider possible spillover parking in surrounding residential neighborhoods. To avoid such spillover, developers must understand the factors that affect parking demand and ensure that viable transportation choices exist. Residential permits can help prevent spillover into residential areas.

With restrictive maximum limits on the number of parking spaces, developers may worry about the long-term marketability of a property. Marketability should not be a concern for competing developments in the same locale since all developments must adhere to the maximum limits. With regard to competing developments outside the region with maximum limits, amenities other than parking such as convenient access to services and places of employment, attractive streetscapes, or pedestrian-friendly neighborhoods, can have a strong influence on tenant preferences. City governments and developers should incorporate these elements to attract businesses and residents.

Maximum requirements are not ideal for all locations. It is crucial for municipalities that employ maximum requirements to have accompanying accessible and frequent public transportation. It is also important for the area to be sufficiently stable economically to attract tenants without needing to provide a surplus of parking. A number of cities have implemented maximum parking requirements, including San Francisco, California; Portland, Oregon; and Seattle, Washington. The appendix provides an example of maximum limits as written in Portland’s Title 33 Planning and Zoning Code (7).

Shared Parking

Different types of land uses attract customers, workers, and visitors during different times of the day. Shared parking is another alternative that city planners can employ when setting parking requirements in mixed-use areas. An office that has peak parking demand during the daytime hours, for example, can share the same pool of parking spaces with a restaurant whose demand peaks in the evening. This alternative also reduces overall development costs.

By allowing for and encouraging shared parking, planners can decrease the total number of spaces required for mixed-use developments or single-use developments in mixed-use areas. Developers benefit, not only from the decreased cost of development, but also from the “captive markets” stemming from mixed-use development. For example, office employees are a captive market for business lunches at restaurants in mixed-use developments.

Shared parking encourages use of large centralized parking facilities and discourages the development of many small facilities. This results in more efficient traffic flow because there are fewer curb cuts, and turning opportunities on main thoroughfares. This has the added benefits of reducing accidents and reducing emissions from idling vehicles stuck in traffic.

Establishing shared parking requirements involves site-specific assessment or use of time-of-day parking utilization curves. Montgomery County, Maryland allows for shared parking to meet minimum parking requirements when any land or building under the same ownership or under a joint use agreement is used for two or more purposes. The county uses the following method to determine shared requirements for mixed-use developments:

- Determine the minimum amount of parking required for each land use as though it were a separate use, by time period, considering proximity to transit.
- Calculate the total parking required across uses for each time period.
- Set the requirement at the maximum total across time periods.

Many available sources document procedures for calculating shared parking requirements, from 1983's "Flexible Parking Requirements" (8) to 2003's SmartCode (9).

In-Lieu Parking Fees and Centralized Parking

Municipalities establish in-lieu parking fees as an alternative to requiring on-site parking spaces. With in-lieu fees, developers are able to circumvent constructing parking on-site by paying the city a fee. The city, in return, provides centralized, off-site parking that is available for use by the development's tenants and visitors. The fees are determined by the city and are generally based on the cost of providing parking. Cities set fees in one of two ways, either by calculating a flat fee for parking spaces not provided by a developer on-site or by establishing development-specific fees on a case-by-case basis. Shoup (10) reports that in-lieu fees in the United States range from \$5,850 to \$20,180 per parking space. These fees can be imposed as a property tax surcharge.

In-lieu parking fees provide advantages to both planners and developers. Allowing developers to pay fees in-lieu of constructing parking has the following benefits:

- Overall construction costs may be reduced;
- Construction of awkward, unattractive on-site parking is avoided;
- Redevelopment projects involving historic buildings can avoid constructing parking that would compromise the character of the buildings;
- Planners can ensure that existing parking facilities will be more fully utilized; and
- Planners can encourage better urban design with continuous storefronts that are uninterrupted by parking lots.

In establishing in-lieu parking fees, planners must be cognizant of potential developers' concerns about the impact of a lack of on-site parking on the attractiveness of developments to tenants and visitors. This can be an issue if available public parking is insufficient, inconveniently located, or inefficiently operated. Planners must carefully consider the parking demand for each participating property and provide enough parking to meet this demand in order to avoid creating a perceived or real parking shortage. Planners must also work to ensure that public parking facilities are centrally located and operated efficiently.

Centralized parking facilities can reduce the costs of parking because large facilities are less expensive on a per space basis to build and maintain than small facilities. Centralized parking, as an alternative to on-site parking, also improves urban design and preserves the historic nature of communities. Some cities mandate centralized parking facilities and finance them through development impact fees in lieu parking fees or negotiated contributions established during the environmental review process.

Increasing Availability by Decreasing Demand

Demand reduction can be achieved through a variety of programs and policies that attempt to reduce the automobile transportation demand, and thus reduce the needed supply of parking. While these programs are typically developed by local governments, their success often depends on the commitment of businesses to implement them effectively. Demand reduction programs include: car sharing, subsidies for transit, transit improvements, pedestrian and bicycle amenities, and vehicle trip reduction programs. When employers allow telecommuting and/or flexible work schedules that reduce commuting, demand is also reduced.

Car sharing

Car sharing is a neighborhood-based, short-term vehicle rental service that makes cars available to people on a pay-per-use basis. Members have access to a common fleet of vehicles on an as-needed basis, gaining most of the benefits of a private car without the costs and responsibilities of ownership. In programs with the most advanced technology, members simply reserve a car via telephone or the Internet, walk to the nearest lot, access the car using an electronic card, and drive off. They are billed at the end of the month.

Car-sharing dramatically reduces the need to own a vehicle, particularly a second or third car that is driven less than 10,000 miles per year. In San Francisco, nearly 60 percent of those who owned a vehicle before joining the

car-sharing program have given up at least one of them within a year, and another 13 percent are considering it (11). Zipcar, which operates in Boston, New York and Washington, DC, reports that 15 percent of members sell their private car. In Europe, which has a far longer experience with car-sharing, each shared vehicle takes between four and ten private cars off the road (12).

This means that parking provision can be significantly reduced at residential developments that incorporate car-sharing, although developers may need to contribute towards setup costs and/or provide parking spaces to secure car-sharing as part of a project. Car-sharing can be provided as part of a mitigation agreement with the local jurisdiction on a case-by-case basis, in return for a reduction in minimum parking requirements. Alternatively, the parking reduction can be codified through zoning ordinances, as is being considered in Portland, Oregon; San Francisco, California; and Seattle, Washington.

In commercial developments, car-sharing can also be a useful tool to reduce parking demand. Employees can use a shared vehicle for errands and meetings during the day, allowing them to take transit, carpool, walk or bicycle to work. Car-sharing works best in compact, mixed-use neighborhoods, where firms with corporate memberships tend to use the vehicles during the day and residents use them in the evenings and on weekends.

As well as reduced parking demand, car-sharing brings a broad range of other benefits, including fewer vehicle trips, and improved mobility for low-income households who may not be able to afford to own a car. Formal car-sharing programs have been established in many cities including Boston, Massachusetts; Washington, DC; San Francisco, California; Oakland, California; Portland, Oregon; Seattle, Washington; and Boulder, Colorado. Many others are in the process of establishing operations. Alternatively, developers can provide shared vehicles themselves, or facilitate informal car-sharing among residents.

Improvements to Transit Service, Pricing, and Information

Transit subsidies can be provided by employers, by cities, or by residential property managers. In the case of employer-paid transit pass schemes, the employer pays the cost of employees' transit, converting the fixed cost for parking spaces into a variable cost for the public transportation subsidy. This fringe benefit for employees reduces the demand for parking at the workplace, which in turn reduces traffic, air pollution, and energy consumption. It also reduces the cost associated with providing parking, as transit subsidies are generally less expensive than providing parking. A transit pass in Los Angeles, California, for example, costs \$42 per month, whereas the average cost for a parking space is \$91 per month (13). To promote transit subsidies, the 1998 Transportation Equity Act for the 21st Century eliminates the tax burden for both employers and employees; these subsidies are not taxed as payroll or as income.

In some cases, city planners respond to employer paid transit subsidies by lowering minimum parking requirements. For example, included in Montgomery County, Maryland, office zoning requirements is a 15 percent reduction in minimum parking requirements if businesses offer reimbursed transit passes (8). By offering subsidies for public transportation use, employers enable the reduction of parking space requirements, thus decreasing total development costs and making urban development opportunities more inviting.

Transit subsidies can also be useful for residential developments. Property managers in Boulder, Colorado and Santa Clara County, California, for example, can bulk-purchase transit passes for all their residents at deeply discounted rates. The principle is similar to that of insurance—transit agencies can offer lower rates on passes on the basis that not all residents will actually use them regularly. Residents can in effect take transit for free, meaning they are less likely to own a vehicle. Another benefit of pre-paid transit programs is that they encourage residents to take transit spontaneously. A person does not have to commit to transit full-time in order to be able to reduce their demand for vehicle travel and parking. Developers who agree to fund transit passes can thus be rewarded with lower parking requirements.

Local government officials can also improve transit service quality to decrease auto dependence and associated parking needs. Improvements to consider include new transit modes, such as light rail, expanded transit service hours, increased bus lines, and revitalized transit stations. Portland, Oregon's MAX light rail system exemplifies the widespread benefits of transit improvements. The light rail system encourages transit-oriented development, decreases automobile commuting, and eases demand for parking. In fact, the light rail improvements

eliminated the need for six downtown parking towers (14). These improvements are also partially responsible for \$1.3 billion in new development in Portland over the last 10 years.

Improvements to Pedestrian and Bicycle Service

Demand for parking can be reduced by providing pedestrian and bicycle amenities that make it easier and more pleasant for people to walk or bicycle rather than drive. These amenities and design changes can alleviate traffic congestion. In particular, improving the walkability and pedestrian orientation of employment centers can address the increasingly common “drive to lunch” syndrome. For example, the auto-orientation of Tyson’s Corner, Virginia has resulted in terrible traffic at lunch time because people cannot walk to eating establishments or to do errands.

These low cost amenities can be as simple as providing bicycle racks and walkways. For example, officials in Schaumburg, Illinois, a suburb of Chicago, have incorporated provisions for bicycle use directly into their zoning ordinance to encourage balanced transportation choices. The ordinance requires all retail centers to have a minimum of 10 bicycle spaces located at each main building entrance. To increase awareness, the ordinance requires that bike racks be located in a place where they are highly visible; to promote safe bicycle use, the ordinance requires bicycle parking areas to be separated from automobile parking. Providing shower and locker facilities also encourages bicycling, rollerblading, and walking to work.

Promoting bicycle and pedestrian transport modes can also be accomplished through simple design changes, some of which can be implemented at no additional cost. Instead of locating parking between the street and the buildings, requiring pedestrians and bicyclists to navigate through parking lots, parking should be set back behind buildings. The Downtown Master Plan for Kendall, Florida (Miami-Dade County), discusses several design concepts to improve pedestrian and bicycle access. Some of the key elements promoted, but not required, by this program include access via new sidewalks and paths, plantings facing streets and sidewalks, parking in garages or behind buildings, and minimal curb cuts (15).

Vehicle Trip Reduction Programs

Another direct form of demand reduction involves instituting vehicle trip reduction programs. Vehicle trip reduction programs combine several types of demand reduction components to meet explicit vehicle trip reduction goals. Thus, instead of capping the number of parking spaces, local officials limit the number of vehicle miles traveled in a particular region. These types of programs attempt to decrease the number of trips by single occupancy vehicles (SOVs) and increase the use of a variety of commuting alternatives, including transit, carpooling, walking, and bicycling.

To increase the effectiveness of vehicle trip reduction programs, cities or employers can incorporate an assortment of complementary program elements to balance transportation choices. The following are some examples:

- “Guaranteed ride home” services that allow employees who use public transit to get a free ride home (e.g., via taxi) if they miss their bus or if they need to stay at work late.
- Company fleet cars that can be used for running errands during the workday (e.g., doctor appointments).
- Preferential and/or reserved parking for vanpools/carpools.
- Carpooling and/or vanpooling with ride matching service. Ride matching can facilitate the identification of people who live close to one another. This service can be accomplished by providing “ride boards” or by using an employee transportation coordinator.
- Cellular phones for car and vanpooling to facilitate timing of pickups.

There is little incentive for employers to implement vehicle trip reduction programs if they are not granted reductions in minimum parking requirements. They would not be able to realize the potential cost savings from providing less parking, but would simply be faced with a large number of empty spaces. Several cities, such as South San Francisco, have acknowledged this through ordinances that reduce parking requirements for projects that include vehicle trip reduction programs.

Efficient Pricing

Although it is often provided at no charge to the user, parking is never free. Each space in a parking structure can cost upwards of \$2,500 per year in maintenance, operations and the amortization of land and construction costs. Even on-street spaces incur maintenance costs and an opportunity cost in foregone land value.

The cost of parking is generally subsumed into lease fees or sale prices for the sake of simplicity and because that is the more traditional practice in real estate. However, providing anything for free or at highly subsidized rates encourages overuse and means that more parking spaces have to be provided to achieve the same rate of availability. Charging users for parking is a market-based approach by which the true cost of parking can be passed through to parking users. If the fee charged to users of parking facilities is sufficient to cover construction, operation, and maintenance costs, it will likely cause some users to choose not to park. Even where there are few alternatives to driving, parking pricing can encourage employees to seek out carpooling partners. In addition to reducing the cost of parking provision, pricing strategies bring major environmental and congestion benefits, particularly since they tend to reduce peak-period vehicle trips the most.

Parking charges have been found to reduce employee vehicle trips, and thus daily parking demand, by between 7 percent and 30 percent or more, depending on factors such as the level of charges and the availability of alternatives to driving alone. Parking price elasticities generally range from -0.1 to -0.6 , with the most common value being -0.3 , meaning that each 1 percent rise in parking fees is accompanied by a 0.3 percent decrease in demand (16).

Cash-Out Programs

Cash-out programs provide alternatives to directly charging users for parking. Under such programs, employers offer employees the choice of free or subsidized parking, a transit/vanpool subsidy equal to the value of the parking (of which up to \$100 is tax-free under current federal law), or a taxable carpool/walk/bike subsidy equal to the value of the parking.

Employees who opt for the non-parking subsidies are not eligible to receive free parking from the employer, and are responsible for their parking charges on days when they drive to work. The cost savings associated with cash-out payments depend on the amount of the payments. If the full cash equivalent is provided, this demand reduction program does not reduce the total costs of providing parking. However, employees may accept cash payments lower than the full equivalent of the parking subsidy. If partial cash payments are used, employers face lower overall transportation subsidy costs and employees still benefit.

Cash-out programs provide significant environmental, social and broader economic benefits. For example, in response to California's mandatory cash-out requirement, eight firms reported an average 17 percent reduction in the total number of solo drivers (17). Thus, another benefit of cash-out programs is a reduction in traffic congestion and associated pollution.

Cash-out programs are often easier to implement than direct charges, as they are generally more acceptable to employees. However, their impact on travel behavior is usually lower, due to the administrative burden on employees, inertia in changing travel habits, and the fact that cash-out payments can be a taxable benefit whereas free parking is not.

Differential Pricing by Trip Type

Parking pricing can be used as a sensitive tool to prioritize some types of trip over others, according to their purpose and duration. It allows managers to cater for desirable trips, such as short-term shoppers, while discouraging undesirable commuter trips, which add to peak-hour congestion and occupy a parking space for an entire day. These pricing strategies allow the overall supply of parking to be minimized, while ensuring spaces are available for critical users. They can also alleviate pressure to provide more parking from retailers and businesses, who may be concerned that poor parking availability discourages shoppers. Examples include:

- Lower or zero rates for short-term parking encourage shopping trips, while proportionally higher rates for long-term parking discourage all-day commuter parking, freeing up spaces for customers. Short-term parking allows many people to use a single space over the course of a day, rather than a single commuter, and generates revenue for businesses and sales tax dollars for cities.

- Parking charges that are levied by the hour or day, with no discounts for monthly parking, remove the financial disincentive to take transit occasionally. There is no perverse incentive to drive every day to “get your money’s worth” from the monthly parking pass.
- Parking charges at transit stations that only apply before a certain time (such as 9 or 10 am) encourage off-peak transit ridership where spare capacity is available, rather than contributing to crowding in the peak.

Residential Parking Pricing

Parking charges can also be introduced at residential developments, through separating or “unbundling” the cost of parking from rents or sale prices. Rather than being provided with a set number of spaces whether they need them or not, residents can choose how many spaces they wish to purchase or rent. An alternative to direct charges is to provide “rent rebates” or discounts to residents who own fewer vehicles and do not use their allocated parking spaces.

Parking Benefit Districts

Parking pricing strategies can also be implemented through Parking Benefit Districts. Under this concept, revenue from meters and residential permits is returned to local neighborhoods. Once administrative costs are covered, all money goes to transportation and neighborhood improvements such as undergrounding of utility wires (18). Parking Benefit Districts allow developments to be built with less parking, while addressing potential spillover problems through market pricing of curb parking. Earmarking revenue to directly benefit the neighborhood or commercial district helps to generate support for charges from local residents and businesses, who might otherwise resist charging for parking that used to be free. Cities such as San Diego and Pasadena, California, have implemented Parking Benefit Districts in their downtown business districts, using parking meter revenue.

ACKNOWLEDGEMENTS

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Norris, Nick

From: Sommerkorn, Wilford
Sent: Monday, July 22, 2013 9:33 AM
To: Shaw, Eric; Hutcheson, Robin; Norris, Nick; Coffey, Cheri; Paterson, Joel
Subject: parking

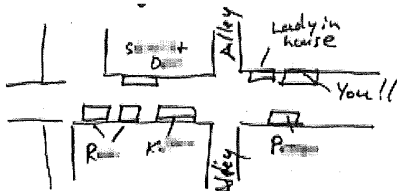
Most interesting, given some of our recent discussions at the PC and city council about neighborhood parking...

Who parked in my spot?!: Neighbors, cars, and “your” curb space

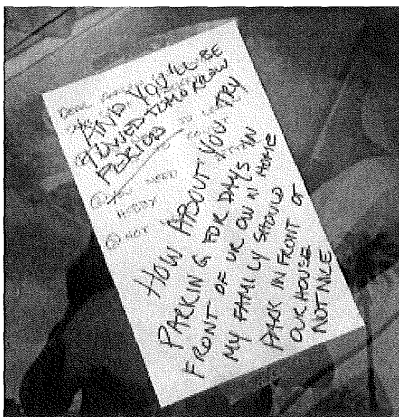
By Alan Durning

This is part 3 of a Sightline series on parking requirements. Read parts 1 and 2.

On the subject of curb parking, everyone seems to have a story — and what the stories reveal is surprisingly important to the future of our cities. I’ve been asking my friends, and I’ve gotten an earful. Listen.



Soon after advertising executive Necia Dallas moved into a house in Portland, Ore., she found on her door a detailed, hand-drawn map specifying the curb spots where each resident was permitted to park. The map, left by an anonymous neighbor, indicated that Necia was welcome to park in front of her own house but that it was, “Optional! Because of your driveway.” Jon Stahl of Seattle also got a parking map as a house-warming gift (pictured above).



Brent Bigler

To claim the spots in front of their homes, people resort to illegal yellow or red curb paint, earnest oral pleas, or — above all — notes left on the windshield. Lots and lots of notes. “Not here, man. Not here,” said one missive

that Seattle architect Rik Adams got on his windshield. A West Seattle resident's read, "Dear Driver, This is not a park and ride. We the neighbors would appreciate if you would find another spot to park." Audrey Grossman's said, "Don't park your liberal foreign car on the American side of the street." Brent Bigler of Los Angeles left a response to the note he found on his windshield in May and got an angry rejoinder. It says, among other things, "You'll be towed tomorrow period" (pictured at left).

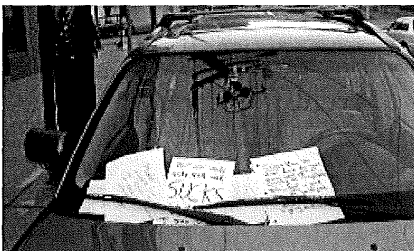


Necia Dallas

Some people even put up their own, extra-legal no-parking signs, like the one pictured at right in Shoreline, Wash. (or the one [described here](#)). More creative is Steve Gutmann's Portland neighbor who "has a fake plastic parking meter that he puts on his planting strip in front of his house."

To enforce their claims, neighbors sometimes go to great lengths. Shaun Vine, when he trespassed on a curb space in Seattle's Ballard neighborhood, found his car boxed in. A homeowner had punished him by parking two autos bumper to bumper with Vine's. Worse is what happened to Jenny Mechem's friend in Chicago who had the temerity to park in front of someone else's house one winter day. Neighbors packed snow around his car and turned the hose on it, freezing it in place.

Renee Staton of Seattle says, "A neighbor unscrewed my windshield wipers (which flew off while driving on I-5 during a sudden downpour) and poured acid on my hood because I was parking in front of their house." Natalie McNair's Tacoma neighbor got in his extended-cab Ford truck, put it in low gear, and plowed McNair's parents' Subaru Outback out of the space in front of his house. In San Francisco, Lisa Foster's neighbor pushed her car *into* his driveway so that he could get it ticketed and towed. "I started using my emergency brake after that," says Foster.



[Andrew Sorensen](#) You get the picture.

The good people of Washington, D.C., have been known to egg curb intruders and Angelenos sometimes throw paint at interloping wheels. Mindy Cameron of Seattle remembers living in San Francisco and seeing an outsider park in front of a neighbor's house. "The nice, otherwise calm, young professional neighbor," she said,

“came downstairs in his khakis and button-down shirt, and smashed in the guy’s front window with a baseball bat.”

A brief history of parking

Curb parking, it seems, is the stuff of neighborhood psy-ops. It brings out the crazy in people. And that fact — our intense, animalistic territoriality about curb parking — is among the fundamental realities of urban politics. It’s a root cause, I argue, of most of what’s wrong with how cities manage parking. And *much* is wrong with how cities manage parking. Consequently, somehow defusing or counteracting this territoriality could release a cascade of good news, if it allows cities to manage parking better. Parking policy is a secret key to solving urban problems ranging from housing affordability to traffic, from economic vitality to carbon pollution — plus a snarl of other ills. Parking reform is *that* important, as later articles in this series will document.

In this article, however, my goal is to explain how we got our current parking rules and why we may finally have a chance to undo them.

Most of a century ago, the tradition of free curb parking — a vestige of the age of horses and hitching posts — collided with exploding numbers of Model Ts and collapsed into clogged street sides, double parking, and epidemics of cruising for spaces. For city leaders, the competition among motorists for curb spaces became an unrelenting headache. Strategies for managing it were primitive. The crude and unevenly enforced first-come, first-served rationing system still in effect began to evolve: No Parking signs, one-hour and two-hour parking limits, loading zones, plus enforcement by parking agents. Later came parking meters: Seattle installed its first ones in 1942. Later still came resident-only parking districts in neighborhoods adjacent to busy destinations such as hospitals and universities.

Mostly, though, cities tried to solve the problem of crowded curb parking — and neighbors’ political pressure to keep newcomers out of “their” spots — by building wider streets and boosting the supply of off-street parking. In the 1940s and 1950s, they began writing into their land-use regulations detailed requirements that each new building provide ample off-street parking — enough to accommodate every driver likely to visit that building without anyone spilling over onto the street. Seattle, for example, imposed parking minimums in 1958. For each type of building, whether an office, restaurant, grocery store, apartment building, auto parts store, or whatever else, city law imposed a prescription: two spaces per apartment, for example, or five per thousand square feet of retail floor space. The rules varied widely from jurisdiction to jurisdiction, and they had, as I will explain in another article, no empirical basis whatsoever. In the words of UCLA professor and parking guru Donald Shoup, whose research on parking inspired this series, they were “nonsense on stilts.”

For all their analytical bankruptcy, however, their consequences were gargantuan. “Form,” architects sometimes quip morosely, “follows parking.” Parking rules dictated what designers could inscribe on their blueprints. Those diagrams then printed out across the urban and suburban landscape as what we now think of as classic sprawl: islands of building surrounded by seas of parking, big garages in front of big houses, courtyard apartments encircling asphalt, and other hideous built forms that Sightline fellow Alyse Nelson has detailed.

Most of these rules remain in place, an invisible but massive bulwark of off-street parking minimums, unreformed and rarely discussed. As a cure for curb-parking scarcity, they are worse than the disease. They’re like prescribing cigarettes as weight loss therapy: You’ll likely lose weight, all right, but you may ruin your health or even lose your life.

To change these rules, though, it’s critical to understand the political dynamic that created and perpetuates them.

The politics of parking

Curb-parking territoriality — the stuff of the stories I opened with, the indignant reaction many of us have when we see a car in front of our home and ask “Who parked in my spot?!” — is the key to understanding the dynamic. Like any pack-forming, territorial mammal, we want to expel interlopers. That primal, instinctual reaction is at the root of off-street parking requirements. Urban planners and lawyers may think of on-street parking as public property: a shared, public resource to be managed for the common good. Most homeowners — and most voters — think of curb spaces as their own, their domain, their property.

Developers of new buildings, for their part, do not want to be told how much parking to install; it boosts their costs, limits their options, and trims their profits. On the other hand, as long as parking rules are citywide, developers can often pass much of the cost along to the future owners or tenants of their buildings.

Meanwhile, local officials, few of whom seek public office in order to adjudicate disputes over parking, are typically quick to take the path of least resistance. Confronted with territorial voters, they bury the “solution” to parking disputes in the arcana of the land-use code. They impose or maintain sweeping requirements for off-street parking. By doing so, they protect current residents of neighborhoods, and they send the bill for new parking into the future. Future residents will pay more for housing, and future businesses will pay more for commercial real estate. As result, there will be less of each. But these groups have no say over parking policy today. Professor Shoup likens this political dynamic to “taxing foreigners living abroad”: an unfair policy that virtually all politicians would adopt, if they could. Other ill effects of off-street parking mandates, such as upward pressure on grocery prices and the rest of a city’s cost of living, are so hidden and dispersed, that virtually no one recognizes them as a consequence of parking requirements.

From these conditions — curb parkers as territorial as baboon troops, developers able to pass along costs, and politicians capable of billing future newcomers — off-street parking requirements have emerged almost everywhere. They’ve done their job, massively inflating parking supply. In most parts of most towns, parking requirements boost the number of spaces enough that parking supply floods the market, and the price drops to zero. People park for free, and competition for curb spaces is minimal.

Specialists have been apoplectic about the perversity of off-street parking mandates almost since the rules spread across North America in the post-World War II years: The hidden costs to human health and safety, local economies, air quality, and housing affordability are stark. But change has not come. Reasoned arguments have not mattered. Why? Because the prevailing arrangement works in the one arena that actually matters to local elected officials: politics. Ample off-street parking quotas balance the political interests that count — current residents (especially property owners), incumbent businesses, and developers. Consequently, they’ve remained frozen in law for a long time.

Change for parking

Now, though, conditions are gradually shifting, and the resulting thaw is beginning to favor reform. Demographics and driving patterns are different. Information technology is breaking up the ice floe of prevailing parking economies. And a new policy model for parking has emerged. It’s a new, three-step game plan from Shoup that neatly reverses the vicious political circle perpetuating off-street parking mandates.

The steps are to:

1. Charge the right prices for curb parking spaces,
2. Return the resulting revenue to the neighborhoods from which it was collected, and then,
3. Repeal off-street parking requirements.

The first step solves the original urban parking problem: overcrowded curb spaces. The second engages a political force (greed) that’s strong enough to neutralize parking territoriality. The first two steps, furthermore,

eliminate the primary motive for off-street parking mandates. They set in motion a new, virtuous circle, in which communities no longer resist but instead seek to maximize on-street paid parking, because it funds projects that boost their property values and profits. This approach can convert communities from a defensive posture toward “their” spaces to a welcoming posture toward potential on-street parkers. It turns those parkers from interlopers to benefactors.

That’s a much-abridged version of the argument of this series. Next time, I’ll begin giving it a full exposition. In the meantime, you might amuse yourself by asking people you meet if they’ve ever had neighbors go crazy about people parking in “their” spots. Everyone seems to have a story.

Alan Durning directs Sightline Institute, a Seattle research and communication center working to promote sustainable solutions for the Pacific Northwest.

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Portland City Council approves minimum parking requirement for large apartment buildings

parkingJPG.JPG

A halted 81-unit apartment building under construction on Southeast Division Street with no on-site, off-street parking. *(Beth Nakamura/The Oregonian)*

By **Elliot Njus, The Oregonian**

Email the author | Follow on Twitter

on April 10, 2013 at 3:05 PM, updated April 10, 2013 at 6:26 PM

The Portland City Council gave its OK to minimum parking requirements for large apartment buildings in areas where previously no car parking was required.

The rules will require developers to provide parking in residential developments with more than 30 units, with the amount of parking required per unit on a tiered scale by building size.

Developers can buy down half of their parking requirement by providing extra bicycle parking, motorcycle parking, or spaces for car- or bike-sharing services. And, at the city's discretion, developers can bypass the minimum in cases where providing parking might negatively impact the neighborhood.

More

Continuing coverage of neighborhood conflicts with new apartment buildings and parking

Buildings with 31 to 40 units would have to provide one parking stall for every five units. Buildings with 41 to 50 units would need one stall for every four units, and buildings with more than 50 units would need one stall for every three units.

The parking requirements apply to sites within 500 feet of a transit line with service every 20 minutes during the morning and evening commute or within 1,500 feet of a light rail station. Parking is already required elsewhere.

Commissioner Dan Saltzman cast the lone "no" vote, saying he approved of rules proposed earlier by the city planning commission that set a higher threshold for the requirement to kick in and provided more exemptions. Commissioner Steve Novick was absent.

The rules take effect in 30 days, and they won't affect any projects that have already been granted permits or which request permits in the meantime.

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The new rules are a response to concerns from neighbors who said a spate of new, large apartment buildings with no parking were causing congestion on side streets. A city-commissioned survey found little congestion near recent no-parking developments, but confirmed that most residents of such developments still owned cars they parked on nearby streets.

The council also approved a change to language in the city code that led to the reversal of a permit for an 81-unit apartment building at Southeast Division Street and 37th Avenue. The developer of that project **applied for a new permit on Tuesday** without the previously planned ground-floor retail, circumventing the grounds on which the permit was reversed.

-- Elliot Njus

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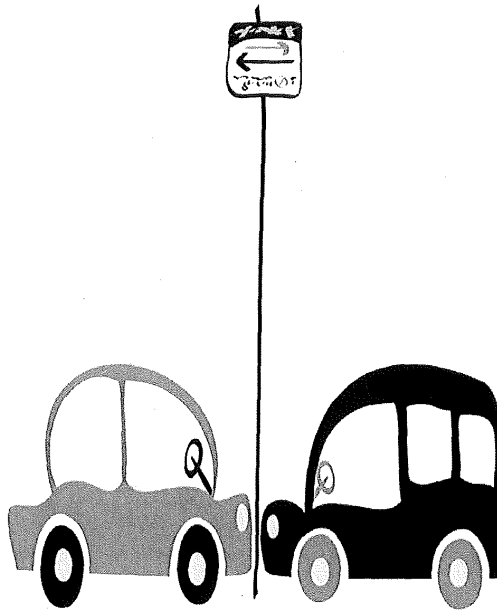
The Boston Globe

Opinion

EDWARD L. GLAESER

Don't require more spaces; price curbside ones properly

By Edward L. Glaeser | GLOBE COLUMNIST JULY 13, 2013



ISTOCKPHOTO/H.HOPP-BRUCE/GLOBE STAFF

THE BOSTON Redevelopment Authority has permitted a 54-unit building in Charlestown with only 43 parking spaces, and the neighborhood appears to be aghast. If the city's main planning agency doesn't mandate enough off-street parking for new buildings, current residents may have to compete harder for limited on-street parking. But far from "sticking their heads in the sand," as one Allston community activist put it, the BRA is right to regulate more lightly —

<http://www.bostonglobe.com/opinion/columns/2013/07/12/parking-minimums-squander-s...> 7/22/2013

especially when its existing regulations artificially encourage automobile congestion. (I should note here that the BRA and the Rappaport Institute, which I direct, have collaborated on public events and research.)

Minimum-parking requirements are a second wrong that doesn't make a right. The original wrong is that we've never charged automobiles properly for using city streets, either for driving or parking.

If you give a valuable resource away for free, the inevitable result is overuse and crowding. In the old Soviet Union, groceries sold eggs and butter at near-free prices, and therefore shoppers faced long lines and empty shelves. In modern Massachusetts, on-street parking is available at low or no cost, and therefore drivers can't find a parking spot. Low parking costs also ensure there are more drivers congesting the roads.

The original robber barons exacted high, unauthorized tolls from travelers passing through their territory, especially along the Rhine. Free public thoroughfares were an antidote to that problem, and created relatively few problems in the pre-car era. Pedestrians require little space, and they park themselves in private homes, not public streets.

CONTINUE READING BELOW ▼

But during the 20th century, the advent of the automobile made competition for public road space a far fiercer fight. Since a driver typically uses at least 50 times as much road space than a walker, and cars at

rest still occupy significant urban real estate, cars presented a profound challenge to older, compact cities. As early as 1920, Los Angeles banned downtown parking to alleviate congestion. Angry motorists soon got that ruling reversed.

Parking meters, introduced in Oklahoma in the 1930s, provided a more durable tool for managing urban road space. With most goods, prices are high enough so that you can expect to find milk and meat when you want them. We've had the technology to charge reasonable prices for on-street parking for 80 years, but for political reasons, we keep the price far too low, at least for parkers lucky enough

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to find a spot. So in Boston today, residents who rarely use their cars leave them at curbside for days or weeks at a time, even as other drivers circle the block again and again looking for a rare vacant spot. UCLA professor Donald Shoup — the sensible scourge of free parking— has long advocated on-street parking prices high enough so that drivers can always expect a vacancy.

Charging the full cost of on-street parking would also reduce most of the pressure to artificially inflate the number of off-street spaces, since parkers would face the prospect of abundant, if expensive, parking — with or without new parking spaces. Since we don't charge properly for on-street parking, locals get a great deal — the ability to use a significant swath of city streets for free — and they understandably fear losing that bonanza if new buildings don't provide enough new parking spaces.

Since World War II, planners have responded to these fears by requiring minimum parking requirements for new construction. Instead of allowing a common market price and letting supply respond, cities kept street parking artificially cheap and then mandated more off-street spots, tragically wasting scarce common space, encouraging automobile congestion, and raising the cost of construction.

Boston started tentatively reversing this trend with an environmentally motivated parking freeze in 1976. The BRA's current move is far gentler, notwithstanding all the neighborhood angst. The agency isn't banning new parking spaces; it's just reducing the number that developers are forced to build. This is deregulation, not social engineering. Since developers typically prefer to provide less parking, more freedom means fewer parking spaces.

Reducing (or eliminating) minimum parking requirements is one of those unusual cases where the ardent environmentalist and the libertarian economist see eye-to-eye. The libertarian believes that fewer regulations mean more homes and a more affordable Boston. The environmentalist wants fewer cars in Boston. Both causes are just, and the BRA should continue reducing minimum parking requirements citywide.

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Edward L. Glaeser, a Harvard economist, is director of the Rappaport Institute for Greater Boston.

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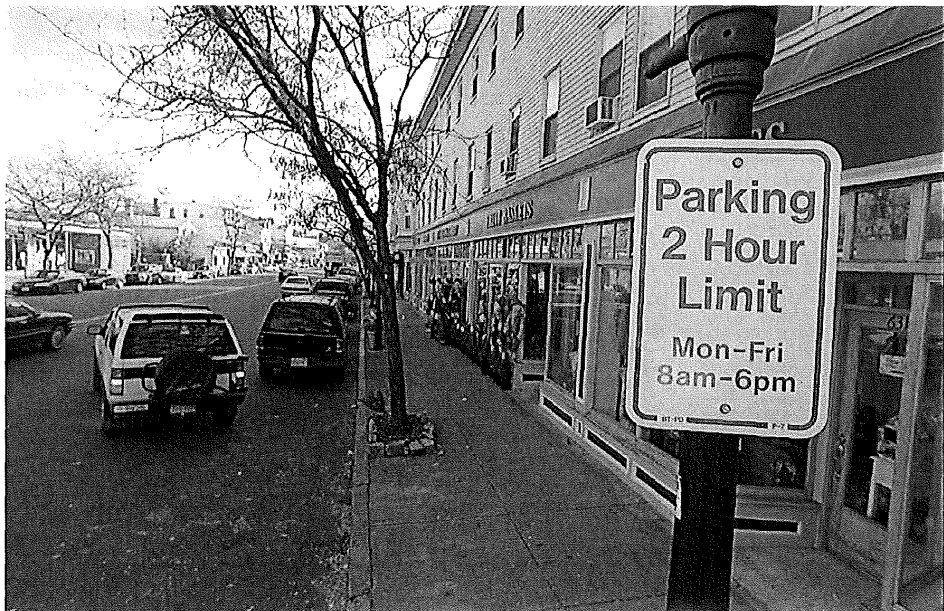
The Boston Globe

Opinion

LAWRENCE HARMON

Car-free future? Not for families

By Lawrence Harmon | GLOBE COLUMNIST JULY 13, 2013



GLOBE FILE

Parking along Broadway in South Boston.

THIS CAR-FREE city thing is getting out of hand. Whoever is driving this movement probably doesn't spend much time shuttling elderly relatives to medical appointments or picking up the kids from their friends' houses across town. Before Boston officials give the green light to developers to build housing

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with little or no off-street parking, they should remember that many of the city's residents are already driving around in an endless loop looking for a place to park.

Planners from the Boston Redevelopment Authority and city Transportation Department are mesmerized by the growing number of residents in the 20-to-35 age range who shun car ownership.

City officials posit that Boston's future rests with these devotees of walking, biking, and Zipcar membership. So why require developers to build one or more parking spaces per housing unit as they did in the past?

The city now requires just .75 parking spaces per unit at large residential developments in many areas of the city. And planners are starting to look with favor upon large-scale housing complexes with no parking requirements whatsoever in neighborhoods with abundant public transit options, such as Brighton.

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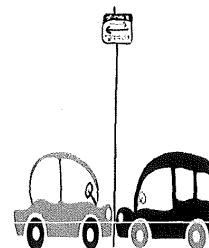
By definition, reducing or eliminating the number of required on-site parking spaces at new developments will make street parking scarcer for residents who rely on cars to support themselves and their

families. The dozen candidates competing to be the next mayor of Boston should consider that there are still plenty of voters out there with more to do after work than walk to a nearby restaurant and decide which craft beer to match with which sushi roll.

City planners emphasize that the number of registered vehicles in Boston has dropped by 14 percent over the past five years. Peter Meade, the head of the BRA, sees this as evidence of a new Bostonian who embraces efforts to reduce carbon footprints with the

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same passion that an earlier generation devoted to the struggle for civil rights. That's a pretty lofty view. But the view from the curb is very different.

In Charlestown, for example, residents express righteous anger that it will be harder to park now that the BRA has approved a 54-unit apartment building with only 43 parking spaces in the Navy Yard.

You can't really trust anyone over 30 who doesn't own a car. They talk a great game of sustainability. Next thing you know they are romantically involved with some guy who owns a Ford Ranger truck and sleeps over half the week. They are keen to beautify their homes with money otherwise spent on car loans and insurance. You can be certain, however, that none of those hardwood floor sanders, cabinet restorers, or kitchen island designers will be pulling up to condo developments in the South End, Jamaica Plain, or the Back Bay in vehicles from the Hubway bike sharing system.

Environmentally friendly Portland, Ore., went down this slick road years ago by allowing developers to build parking-free apartment houses. City officials later discovered that many of the bicycle enthusiasts bought cars when their lives became more complex. The fight for on-street parking spaces intensified. In April, the Portland City Council amended the zoning code to reintroduce minimum parking space requirements in future developments.

If Boston officials are so confident of a car-free future, they should charge a small fortune for new on-street residential parking permits in densely settled neighborhoods. Theoretically, there should be few takers. Current sticker holders, meanwhile, would retain permanent rights to free on-street parking. Upon sale or vacancy of their units, the sticker could be transferred to a new owner or tenant. It's a way to bring the city's planning principles in line with the concerns of longtime residents who don't have the luxury of living without a car.

<http://www.bostonlobe.com/opinion/columns/2013/07/12/parking-tough-enough-without-...> 7/22/2013

For decades, there has been an unspoken covenant between City Hall and families that stayed in the city during the school desegregation crisis of the 1970s and the crime waves of the 1980s. It goes something like this: Don't flee to the suburbs. In exchange, city officials will keep your residential property taxes in check and try not to annoy you unnecessarily.

Any policy that makes it harder for families to find a parking space on the street is a breach of that urban contract. And there's one more thing about cars that city officials should remember. You can put your luggage in them and drive away.

Lawrence Harmon can be reached at harmon@globe.com.

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<http://www.bostonglobe.com/opinion/columns/2013/07/12/parking-tough-enough-without-...> 7/22/2013

- 5h. **Excerpt of approved Planning Commission minutes from the July 31, 2013 Planning
Commission meeting**

**Excerpt of
SALT LAKE CITY PLANNING COMMISSION MEETING
Room 126 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, July 31, 2013**

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at 6:02 pm. Audio recordings of the Planning Commission meetings are retained in the Planning Office for an indefinite period of time.

Present for the Planning Commission meeting were: Chairperson Michael Gallegos; Commissioners Lisa Adams, Michael Fife, Angela Dean, Clark Ruttinger, Marie Taylor, Matthew Wirthlin and Mary Woodhead. Vice Chair Emily Drown and Commissioner Bernardo Flores-Sahagun were excused.

Planning Staff members present at the meeting were: Wilford Sommerkorn, Planning Director; Nick Norris, Planning Manager; Janice Lew, Senior Planner; Casey Stewart, Senior Planner; Maryann Pickering, Principal Planner; Michelle Moeller, Senior Secretary and Lynn Pace, City Land Use Attorney.

FIELD TRIP NOTES:

A field trip was held prior to the work session. Planning Commissioners present were: Lisa Adams, Michael Fife, Mary Woodhead, Clark Ruttinger and Marie Taylor. Staff members in attendance were Nick Norris, Janice Lew and Casey Stewart.

The following locations were visited:

- **Marmalade lofts – Staff gave an overview of the project. The Commissioners asked how much of the alley would be paved. Staff stated it would be paved to the property line on the South side. The Commissioners asked if the applicant was willing to change the proposal. Staff stated the Applicant was tied to this option but not opposed to revisions. The Commission asked if the project was oriented to Reed Ave. Staff stated the orientation was not changed to address Reed Ave. The Commissioners asked about the ownership of the alley. Staff stated if the plan was approved and the Applicant did not have access or the right to pave the alley the project could not be constructed. Staff stated the Applicant was hesitant to orientate the buildings to Reed Ave because of the bar across the street.**

[6:53:49 PM](#)

Sugar House Streetcar Zoning and Master Plan Amendment - Mayor Ralph Becker is requesting the City adopt new zoning regulations for the development of parcels in and around the vicinity of the Sugar House Streetcar line. The proposed regulations will be a new section of the Zoning Ordinance in Chapter 27. Related provisions of Title 21A - Zoning may also be amended as part of this application. In addition to the proposed zoning changes, text changes are proposed to the Sugar House Master Plan related to the streetcar corridor. The project is located within Council District #7, represented by Soren Simonsen. (Staff contact: Maryann Pickering at (801) 535-7660 or maryann.pickering@slcgov.com Case numbers PLNPCM2012-00576 and PLNPCM2012-00577).

Ms. Maryann Pickering, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). She stated it was Staff's recommendation that the Planning Commission forward a favorable recommendation to the City Council regarding the petition.

The Commissioners and Staff discussed the difference between the three options. Staff stated the area along Sugarmont was the only difference. The Commissioners and Staff reviewed use table for the area.

Chairperson Gallegos stated the Public Hearing was closed as agreed at the previous meeting.

The Commissioners and Staff discussed the relocation of the tennis courts. They discussed what option would be best for the area of the tennis courts and the process of changing the zoning for the area.

The Commission discussed each option and what fit best with the requests from the neighbors. It was stated that a rezone for the tennis court area could happen at a later date depending on the City Council's decision. The Commission and Staff discussed what was included in each option and what the best zoning for the tennis court and boys and girls club area.

MOTION [7:04:15 PM](#)

Commissioner Woodhead stated in regards to PLNPCM2012-00576 and PLNPCM2012-00577, she moved that the Planning Commission transmit a favorable recommendation to the City Council relating to the request to amend the Sugar House Master Plan, Salt Lake City

Zoning Ordinance and Zoning Map or station areas along and adjacent to the Sugar House Streetcar Corridor, based on the findings listed in the Staff Report, testimony and plans presented, standards one through six listed in the Staff Report with Option A regarding the Sugarmont Avenue property. Commissioner Taylor seconded the motion. Commissioner Taylor, Ruttinger, Woodhead, Fife and Wirthlin voted “aye”. Commissioners Dean and Adams voted “nay”. The motion passed 5-2.

The meeting adjourned at [7:06:12](#)

6. ORIGINAL REQUEST/PETITION INITIATION



PLNPCM 2012-00576 (Z.O)
PLNPCM 2012-00577 (M.P.)

Petition Initiation Request

Planning Division
Community & Economic Development Department

To: Mayor Ralph Becker

From: Wilf Sommerkorn, Planning Director *WS*

Date: August 13, 2012

CC: Frank Gray, Community & Economic Development Director; Mary De La Mare-Schaefer, Community & Economic Development Department Deputy Director; Cheri Coffey, Assistant Planning Director; Nick Norris, Planning Manager; DJ Baxter, RDA Director, file

Re: Initiate petition to amend the Sugar House Master Plan and develop a new transit-oriented development (TOD) zoning code for application to certain properties surrounding the Sugar House Streetcar Corridor.

A study of the Sugar House neighborhood and the streetcar corridor carried out by Citiventure LLC has been published in a report recommending new land use and urban design principles needed to develop a transit-oriented environment specifically catered to the Sugar House area. In response to the study and public input, the Planning Division analyzed the recommendations in the Citiventure study, existing land use policies and current zoning to determine what would be the most appropriate zoning for the Sugar House Streetcar Corridor.

Based upon the results, Planning staff is requesting that you initiate a petition to:

1. Amend the Sugar House Community Master Plan to implement the recommendations from the Citiventure study; and
2. Amend the zoning of the area near the Streetcar stations to facilitate the implementation of the recommended changes to the Sugarhouse Community Master Plan and the Citiventure report.

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AUG 14 2012

Salt Lake City Mayor

• Page 1

SCANNED TO: *Mayor*
SCANNED BY: *for*
DATE: *8/14/12*

These efforts would be necessary for providing suitable building heights, setbacks, building placement, urban design traits and permitted uses needed for successful TOD, also respecting the single-family neighborhoods adjacent to the streetcar corridor.

Supporting the findings in the Citiventure report, the policies of the Sugar House Community Master Plan recommend the creation of a "transit-oriented development (TOD) zoning district or overlay zone that may be applied to strategic areas and that require development, both public and private, to facilitate transit use". Amendments to the Sugar House Future Land Use Map may be required to accommodate TOD and the added increase in development intensity, while addressing the potential negative impacts to lower density residential areas.

Due to the unique nature of the Sugar House area, Planning staff has determined that the existing zoning districts fail to fully accommodate the recommended land use and design recommendations from the Citiventure report and the specific needs of the neighborhoods adjacent to these areas. However, the City Zoning Ordinance does include specific regulations in some zoning districts that could easily be applied to the street car corridor. New regulations would be drafted to address the unique characteristics of the street car corridor. The intent of these regulations would be to clearly indicate what is the desired pattern and characteristics of development and improve the administration of the ordinance.

The Planning Division will utilize the public commentary already received in the Citiventure study, making use of similar outreach strategies to insure a complete and inclusive public involvement process. Once the draft regulations are created, a public review process would begin that would include all interested stakeholders, affected property owners, business owners and residents.

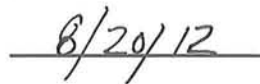
The master plan amendments and zoning code adoption will go through the legal adoption process, with the Planning Commission making a recommendation to the City Council and the City Council making the final decision.

If you have any questions, please contact me. Thank you.

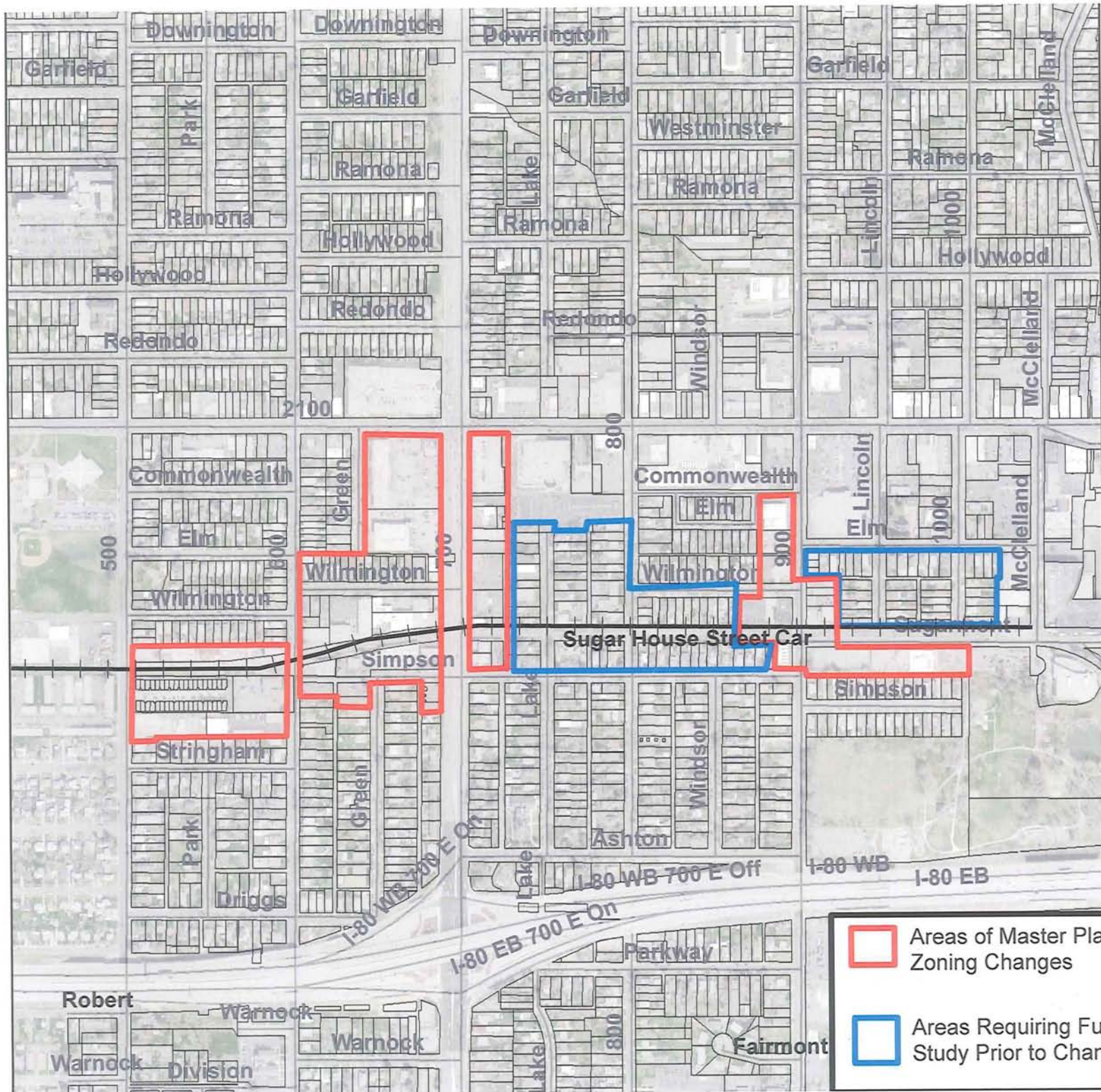
Concurrence to initiating the text amendments petition as noted above.





Ralph Becker, Mayor



Date



-  Areas of Master Plan and/or Zoning Changes
-  Areas Requiring Further Study Prior to Changes