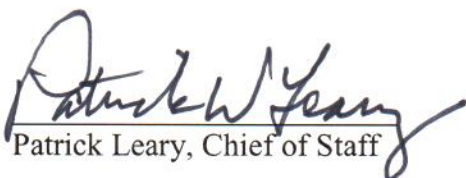


CITY COUNCIL TRANSMITTAL


Patrick Leary, Chief of Staff

Date Received: February 27, 2017
Date sent to Council: February 27, 2017

TO: Salt Lake City Council
James Rogers, Chair

DATE: February 27, 2017

FROM: Mike Reberg, Community & Neighborhoods Director


SUBJECT: Transit Station Area Zoning District Improvements (PLNPCM2016-00522)

STAFF CONTACT: Daniel Echeverria, daniel.echeverria@slcgov.com, 801-535-7165

COUNCIL SPONSOR: Exempt – City Council Initiated Petition

DOCUMENT TYPE: Ordinance

RECOMMENDATION: Adopt the amendments to the Transit Station Area (TSA) Zoning District as recommended by the Planning Commission.

As part of its recommendation, the Planning Commission requested that the City Council consider regulations that would affect the perceived imbalance between affordable housing on North Temple and 400 South. The Planning Commission expressed concern that there was an emerging concentration of affordable housing on or near North Temple. As part of that request, the Commission requested input from the Attorney's Office on the legality of zoning restrictions on affordable housing as imposed by the Federal Fair Housing Act for the Council to reference. That memo will be sent in a forthcoming transmittal. The Commission also requested that the City Council consider a base requirement for affordable housing units for all developments in the TSA zone, otherwise known as "inclusionary zoning."

BUDGET IMPACT: No impact.

BACKGROUND/DISCUSSION:

On June 14, 2016, the City Council initiated a petition requesting the Planning Division to review the Transit Station Area (TSA) zoning district regulations and identify changes that would resolve issues with those regulations including concerns with building materials, scale, setbacks, ground floor uses, and the development guidelines. In addition to these issues, the Council asked that staff consider the following specific objectives during the review process:

- Require that uses on the ground floor of a building encourage engagement with pedestrians on the street as well as building occupants including but not limited to, establishment of retail and commercial uses.
- Consider maximum allowable percentages of non-durable materials on building facades.
- Adjust the development score to further incentivize affordable housing.

Since that time, staff has identified a number of potential changes to the zoning district to address these issues and objectives. The proposal includes changes to both the zoning standards and the associated “Development Guidelines” that developments generally must comply with and are discussed in detail below. Many of the proposed TSA zoning requirements discussed below have been consolidated into the proposed new Design Standards chapter of the Zoning Ordinance. Due to this, the proposed TSA changes are dependent on the proposed Design Standards chapter being adopted. The proposed Design Standards chapter is a separate petition and has been transmitted separately.

Front Façade, Setback, and Ground Level Zoning Regulation Changes

The proposed zoning changes are generally intended to increase the quality of development that is being built in the TSA zone. The proposal includes changes to both internal and external building requirements in order to help ensure quality development that activates the pedestrian environment and improves the overall aesthetic experience in the City’s transit areas.

Specifically the proposed code includes the following new requirements for the front of buildings:

- Public outdoor space, such as plazas or public seating, for the street level in front of the buildings.
- Ground floor uses (commercial or residential) along all building facades facing any public streets.
- Commercial, institutional, or public uses (non-residential) for ground floor street facades when facing North Temple and 400 South.
- Entrances every 40 Feet along building facades.
- High quality, durable materials, such as brick, stone, textured concrete, or fiber-cement products, on the upper levels of buildings.

- Limitations on EIFS and stucco use.

The above changes are discussed in more detail in the sections below.

Active and Commercial Use Requirement for Ground Floor

The changes include requirements that there be active ground floor uses along sidewalks. The existing code allows for development to have parking structures right along the sidewalk. This use has a very low potential for visible human activity and therefore does not contribute to a comfortable walking environment or economic vitality at the street level. The proposed code requires at least 80% of building facades adjacent to sidewalks be utilized for uses besides parking. The uses would need to have a depth of at least 25 feet. The code includes an additional restriction on this space when facing North Temple or 400 South, specifically that the space be occupied by a non-residential use (commercial, institutional, or public) or live/work units. Live/work units are units that include a commercial area, such as a retail space or office space, and livable space within one shared space. An exception is allowed for this ground floor space to be occupied by purely residential uses, such as dwelling units or residential amenity space, if the shell space is built to a building code standard that would allow it be converted to commercial use in the future. Building to a commercial standard will come with an added cost, but a large portion of development in the TSA zone is already being built to this standard, with the ground floor spaces being built of concrete and steel to accommodate parking structures on the same level.

Ground Level Exterior Activation

The proposed code also requires entrances on street facing facades every 40 feet in order to increase the potential for pedestrian activity between buildings and the sidewalk. The current code requires entrances every 70 feet and only for commercial uses. Additionally, these entrances must include entry features such as canopies or porches, in order to make these entrances more prominent and visible at the street level. The proposed code also allows for arbors, trellis, canopies, and other encroachments within the front setback area. These removable encroachments can serve to shade the front setback area for uses such as outdoor dining and could help encourage activity to be located in this setback area. The proposed code also requires additional landscaping when buildings are setback more than 10 feet. This landscaping includes additional trees in order to create additional shade for pedestrians along street frontages and improve walkability. Additionally, a minimum 30% of front yard space will need to be devoted to active outdoor space, such as outdoor dining, patios, private yards or other outdoor public spaces.

Material Requirements

The changes include increasing the quality and durability of materials for street facing facades in order to ensure that the City is getting lasting, quality development. Currently, the zoning code requires 80% of street-facing ground level facades to be composed of high-quality durable materials, except for windows and doors. These high-quality materials include brick, textured

or patterned concrete, fiber-cement products and stone. Other materials may be approved by the Zoning Administrator if they are of similar durability.

The proposal increases this minimum to 90%, which still allows for some trim material variation on the ground floor. The proposal also establishes a new minimum durable material requirement of 60% for the upper level street-facing façades to require higher-quality material use overall. The remainder could be composed of other materials, such as wood or metal. Use of Exterior Insulated Finishing System (EIFS or “synthetic stucco”) or traditional stucco is proposed to be restricted to 10% of the façade as they are generally not as durable, high-quality, or long-lasting as other available materials. The material standards may increase costs for a development, as the higher quality, durable material is usually more expensive than stucco or EIFS. However, the intended result is to ensure long lasting, quality development for developments that will be here for decades.

Points (Approval) System Changes

The changes also include modifications to the “Development Guidelines” manual and associated points system. Developments currently must obtain at least 100 points by incorporating features into their developments that are assigned points in the “Development Guidelines” manual. These features include such things as energy efficiency, public space or building design, and affordable housing, and are meant to ensure that a development achieves the adopted City vision for a transit station area. If a development does not obtain the required points for administrative (staff) approval, the development can only be approved by the Planning Commission, which increases the review time for a development. The system is meant to incentivize developments that comply with the guidelines by rewarding the developments with a streamlined approval process.

The following major changes to these points are proposed to this system:

- Increase minimum required points for administrative (staff level) development approval to 125 and eliminate middle approval tier.
- Adjust number of points to focus on materials and architecture.
- Increase available points for providing affordable housing to 60 points, including new points for providing affordable housing in “high opportunity” areas in order to increase social equity for low income residents by incentivizing affordable housing in areas with low resident turnover, high performing schools, job accessibility, and low poverty rates.
- Reduce or eliminate points that were essentially automatically awarded to developments.
- Add new points for City transit pass participation, low parking ratios, and presenting development proposals to Community Councils.

The proposed changes to the points system are intended to encourage higher quality development, while still incentivizing developers to utilize the guidelines and seek administrative approval (faster review time) rather than require the review to be conducted by the Planning Commission. Staff believes that increasing the minimum point threshold for administrative approval to 125 points achieves this balance. Most previously approved developments will fall slightly short of the new approval threshold, but with small to moderate changes, the development could be administratively approved under the proposed threshold.

Some current guidelines, such as those relating to parking structures, are being changed to focus more on architectural and urban design. For example, when originally written, the points for providing parking structures were thought to potentially incentivize such development. However, it has become clear that incorporating structured parking instead of surface parking is already happening in the proposed developments due to market considerations and the points have not actually been an incentive or resulted in higher quality development. Other existing guidelines have been clarified to better meet their intent. For example, the guideline for providing architectural detailing on all sides of the building is currently vague making it easy to meet without the development having much actual detailing. The guideline has been improved with specific architectural requirements to better meet the intent for the regulation.

A new guideline is proposed to incentivize developers to inform and engage the community about future development proposals. Development proposals that have been presented by the developer to the local community council or that have been presented at an on-site open house will be able to obtain 10 points. In either case, the developer must provide notice to residents and property owners within 300 feet of the proposal. The notice and presentations to community councils would be a courtesy to let the community know about development proposals. Developers would not be required to adjust proposals based on community input.

Other Miscellaneous Changes

Other proposed changes to the zoning code have been proposed to clarify the code and make it easier to use. For example, a number of purpose statements have been removed from the code in order to reduce its length and make it easier to find the regulatory information in the code. Additional changes related to notification and the approval process are intended to make the process more transparent for the public and better incentivize quality development. These proposed changes are detailed below.

Notification and Approval Process

The approval process is proposed to incorporate a public notice of application when a TSA development application is received, similar to what is done for Special Exception requests. A notice would be mailed to adjacent property owners and residents informing them of the development application, where they can review the plans, and when a decision will be made. This is intended to ensure that residents adequately know what development is occurring around them. The notice is a courtesy notice and does not mean that someone who receives the notice

can alter the decision making process. A resident or property owner who disagrees with the score approved for the development by Planning staff can appeal the score to the Appeals Hearing Officer. Any developments that do not achieve the necessary points will still be required to go to Planning Commission for approval and those projects will meet all the normal public hearing notice requirements, including notices sent to tenants and property owners within 300 feet.

The approval process is also proposed to be changed from a three tier process to a two-tier process. Currently developments below 100 points are required to go to an Administrative Hearing for approval. The proposal changes this to a two-tier process. The proposal eliminates the middle tier of the Administrative Hearing as the associated hearing process is minimal and does not serve as a significant public process barrier to encourage compliance with the Development Guidelines. The point thresholds required for approval are also being increased as discussed in Issue 2 above. The below tables summarize the approval tier changes.

Current Tiers	Points Required	Approval Body
Tier 1	0 to 50	Planning Commission (Public Hearing)
Tier 2	51 to 99	Administrative Hearing Officer (Public Hearing)
Tier 3	100+	Administrative Staff Approval (No Public Hearing)

Proposed Tiers	Points Required	Approval Body
Tier 1	0 to 124	Planning Commission (Public Hearing)
Tier 2	125+	Administrative Staff Approval (No Public Hearing)

Conversion of Land Use Tables from Prohibited Uses to Allowed Uses

The land use table is proposed to be converted to an allowed use list as opposed to a prohibited use list. The intent of this change is to make it clearer to lenders, business owners, and property owners as to what uses are actually allowed in the TSA zones. Although a prohibited use list does provide more flexibility for new or unanticipated uses to be located in the TSA zone, the use of a prohibited use list has also resulted in a number of requests for interpretations of whether a use is allowed in a TSA zoned area. The changes also involve some small changes to where uses are allowed due to some uses being currently allowed where they may have the potential for negative effects on adjacent uses. Some of these uses have been made conditional and others now have qualifying provisions that include specific conditions of approval or locational restrictions. Examples of these uses include auditorium and live theater uses, which may have noise impacts on adjacent residential properties.

A summary of the general reasons for the major proposed changes is located under the issues section of the Staff Report in Attachment 3 (see page 3 of the staff report.)

PUBLIC PROCESS:

In developing these changes, planning staff held two open houses, two public hearings with the Planning Commission, and solicited feedback online through the City's Open City Hall forum. Planning staff also attended a meeting of the Central City Neighborhood Council at their request to discuss the proposed changes.

A number of issues and concerns were discussed by residents at the open houses and Planning Commission meetings and modifications were made to address the concerns as appropriate. The first open house was attended by at least 19 persons, including residents and developers interested in the changes to the zone. For this open house, notices were sent to community councils, property owners and tenants within and near the TSA zone, as well as to architects and developers that had worked on development in the zone. The same notice was provided for the second open house and additional notices were e-mailed to people who had inquired or submitted comments about the proposal. Ten people attended the second open house, however, all of the draft materials were available online for people to review in advance of the open house so that they did not have to attend in person.

Over 119 people submitted comments in response to the Open City Hall Survey. A link to the survey was sent out to the same individuals and groups notices for the Open Houses, including community councils, property owners, tenants, architects, and developers. The online survey generally confirmed the zoning issues and concerns that had been discussed by the Planning Commission and City Council, however, changes were made to the zoning proposal in response to some of the survey responses. The full list of comments received by the Planning Division and the Open City Hall survey responses are located in attachment L (page 164) of the Staff Report located in Attachment 5B.

At the November 9, 2016 Planning Commission meeting, the Commission provided a positive recommendation for the proposed changes with some conditions related to affordable housing that are noted in the recommendation on the first page of this transmittal.

EXHIBITS:

1. ORDINANCE
2. MEMO FROM ATTORNEY'S OFFICE
3. PROJECT CHRONOLOGY
4. NOTICE OF CITY COUNCIL HEARING
5. PLANNING COMMISSION – November 9, 2016

- A) HEARING NOTICES
- B) STAFF REPORT
- C) AGENDA AND MINUTES
- 6. HISTORIC LANDMARKS COMMISSION – November 3, 2016
 - A) MEMO
 - B) AGENDA AND MINUTES
- 7. PLANNING COMMISSION – August 24, 2016
 - A) HEARING NOTICES
 - B) MEMO
 - C) AGENDA AND MINUTES
- 8. PLANNING COMMISSION – July 27, 2016
 - A) MEMO
 - B) AGENDA AND MINUTES
- 9. ORIGINAL PETITION
- 10. MAILING LIST

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1. ORDINANCE

SALT LAKE CITY ORDINANCE
No. _____ of 2017
(Amending various sections of the *Salt Lake City Code*
pertaining to TSA (Transit Station Area) zoning districts)

An ordinance amending various sections of the *Salt Lake City Code* pertaining to TSA (Transit Station Area) zoning districts, pursuant to Petition No. PLNPCM2016-00522.

WHEREAS, the Salt Lake City Planning Commission held a public hearing on November 9, 2016 to consider a request made by the Salt Lake City Council (“Applicant”) (Petition No. PLNPCM2016-00522) to amend Sections 21A.26.078 (Zoning: Commercial Districts: Transit Station Area District), and 21A.10.020.B (Zoning: General Application and Public Hearing Procedures: Public Hearing Notice Requirements: Special Noticing Requirements for Administrative Approvals), adopting a new Section 21A.33.035 (Zoning: Land Use Tables: Table of Permitted and Conditional Uses for Transit Station Area Districts), and amending the Transit Station Area Development Guidelines; and

WHEREAS, at its November 9, 2016 hearing, the planning commission voted in favor of forwarding a positive recommendation on said petition to the Salt Lake City Council; and

WHEREAS, the city council finds after holding a public hearing on this matter, that adopting this ordinance is in the city’s best interests.

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

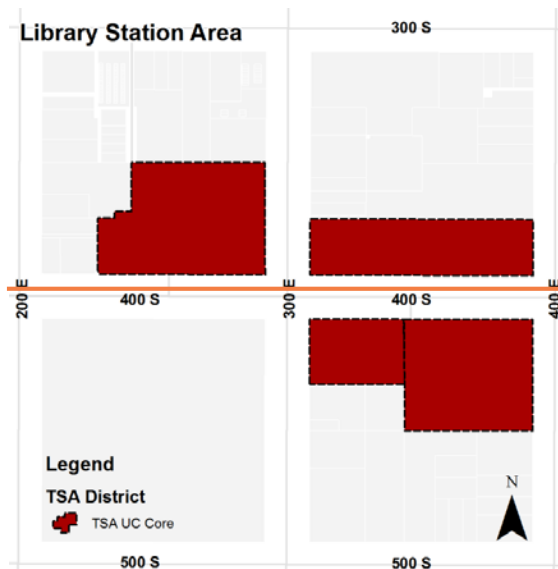
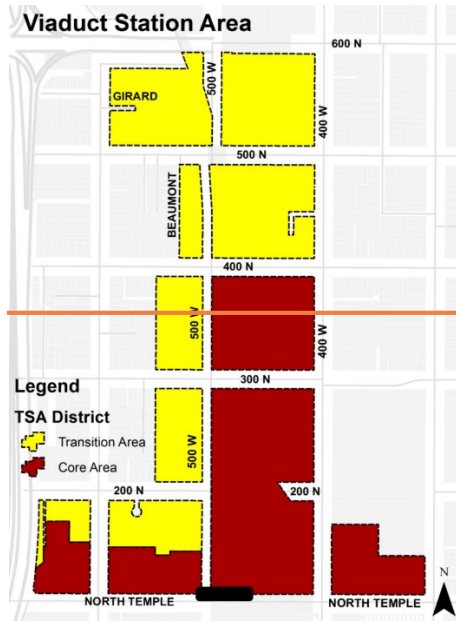
SECTION 1. Amending the Text of *Salt Lake City Code* Section 21A.26.078. That Section 21A.26.078 (Zoning: Commercial Districts: Transit Station Area District) of the Salt Lake City Code shall be, and hereby is, amended to read as follows:

21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

- A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.
1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. ~~The core area is generally within a one fourth ($\frac{1}{4}$) mile walk of a transit station platform.~~ The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. ~~Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.~~
 2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. ~~Transition areas are generally located within one half ($\frac{1}{2}$) mile from the station platform, but may vary based on the character of the area.~~ Transition areas typically serve the surrounding neighborhood; **and** include a broad range of building forms that house a mix of compatible land uses. ~~The minimum desired density is ten (10) dwelling units per acre.~~ Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. ~~Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.~~
- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an

area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. ~~Each station area typically will include a core area, where the most intense development will occur, and a transition area, which is intended to create a buffer area between the core and those areas with generally lower intensities and densities. Prior to classifying a transit station into a specific type, a specific area plan must be adopted by the city council prior to applying this zoning district to a geographic area. Only those stations that have an adopted plan that is supported by the regulations in this section will be classified.~~ Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.

1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. ~~The intensity level of the area is characterized by a twenty four (24) hour population, active streetscapes, defined street walls and the presence of multiple types of public transit or as a node where several rail transit lines converge. Development generally occurs on vacant parcels or through redevelopment of underutilized parcels. The station area has a compact, dense, interconnected and walkable development pattern. Large scale development occurs closer to the station platforms; and is scaled back as it gets closer to less intense areas. Building forms vary, but are typically oriented to the pedestrian, are multiple stories in height, and contain a horizontal and vertical mix of land uses. Buildings up to ten (10) stories in height are allowed in the core, while buildings in the transition zone are approximately half that size. The station area contains a number of regional attractions, such as destination retail, employment, dining and entertainment and a high level of pedestrian activity. A variety of dense housing options exist. Development includes civic amenities, such as public gathering places. Uses that help implement the vision for the station and that area commonly found in an intense urban area are appropriate. The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station and the Library Station.~~

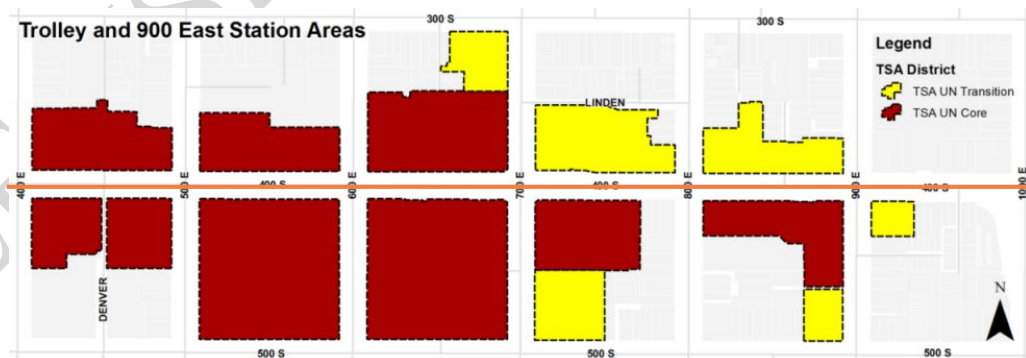


- Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. ~~Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial changes may add density and intensity in compact building forms that blend in with the residential character of the area.~~ Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape. ~~A mix of building types are possible, ranging from single use structures to mixed use buildings. Residential uses are generally located above the first floor, although~~

they can be located on the ground floor in certain situations. The highest residential densities and most intense land uses are generally located closest to the station platform. Urban neighborhoods are served by at least two (2) forms of transit, including light rail and bus service. The uses serve the surrounding neighborhood with nearby destinations and have the potential to attract people from other neighborhoods.

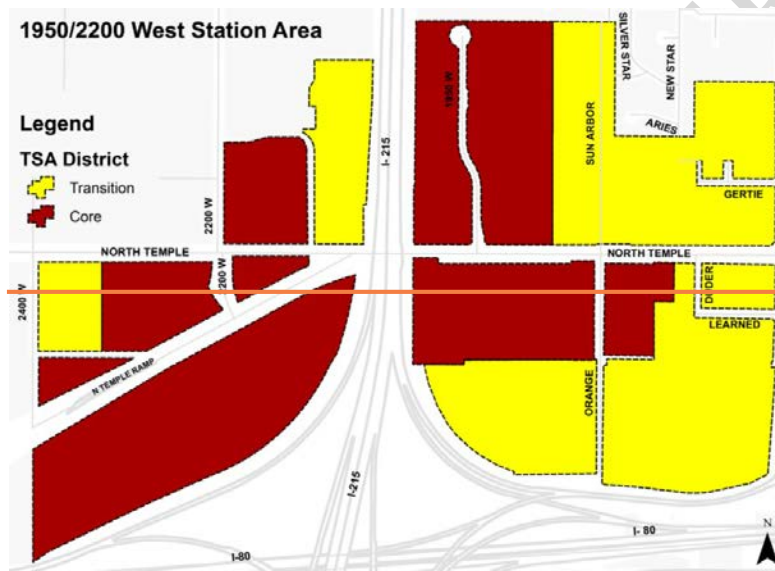
In some urban neighborhood station areas, a linear development pattern along commercial streets that intersect the transit corridor defines a neighborhood main street. Neighborhood main streets are approximately two (2) blocks long, with two (2) 4-story buildings located close to the sidewalk. The ground floors of buildings are typically occupied by active uses, such as retail or restaurants.

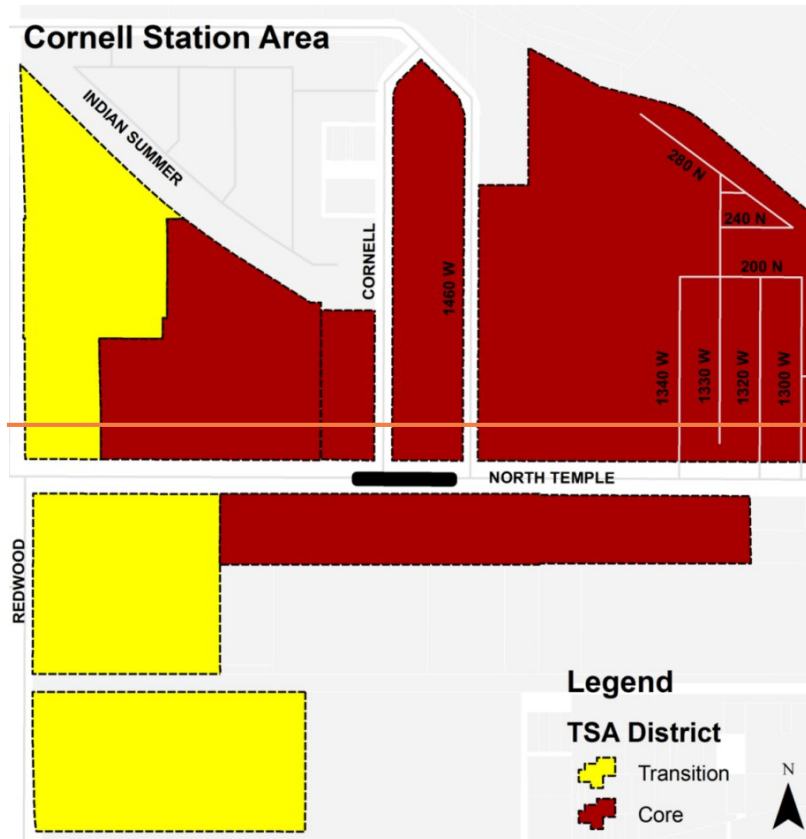
The following stations are considered to be urban neighborhood stations: 800 West, Trolley (600 East) and 900 East light rail stations.



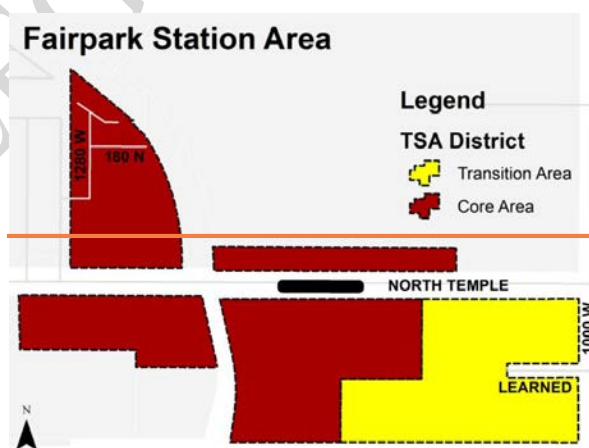
3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. These areas generally start with a campus style development pattern and are dominated by a single type of use that generally employs a high number of people. Buildings are

often large scale in nature and may have large footprints. ~~New development occurs on vacant parcels. Redevelopment occurs on surface parking lots, underutilized land, or as additions to existing buildings as businesses expand. The primary mode of circulation is by automobile, but the area is served by at least two (2) types of mass transit which provides alternative modes of transportation for employees.~~ Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. ~~The area is likely to have large blocks and lacks a consistent street network.~~ Connectivity for all modes of travel is important due to the limited street network. ~~The following stations are considered to be mixed-use employment center stations: 1950 West, 2200 West, and the Cornell light rail stations.~~





4. Special Purpose Station (TSA-SP): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix of transit options, ~~usually light rail or bus. New development is limited due to the nature of the primary function of the area, but redevelopment of underutilized parcels is likely to occur.~~ Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use. ~~The following stations are considered to be special purpose stations: Fairpark light rail station.~~



- C. Review Process: ~~The intent of the review process is to make the process for desirable development easy to realize in a relatively quick time frame. The review process focuses on building forms and their relationship to adjacent buildings, the public street, transit and other public spaces.~~ The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference. ~~The construction of new buildings require a development score.~~

1. The following types of development are required to go through this review process:

- a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or
- b. Additions that increase the height of an existing building or change the existing roofline;
- c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.
- d. Single family detached dwellings and two family dwellings are not required to obtain a development score.

12. Application Process Steps:-

- a. Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.
- 2b. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.
- c. Public Noticing: A notice of application for a development review shall be provided in accordance with Chapter 21A.10 of this title.
- 3d. Application Review: Table 21A.26.078_C.2.d of this section summarizes the application review process. All applications shall be processed as follows:

~~(1)a-~~ Tier 1 Planning Commission Review: If a project is assigned a score less than ~~50~~ 125 points, the project can only be approved by the planning commission through the ~~e~~Conditional ~~B~~building and ~~S~~site ~~D~~design ~~R~~revision process in ~~e~~Chapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative hearing-review process. ~~If a project is subject to chapter 21A.59, the applicant must demonstrate that they generally comply with the standards in 21A.59, the purpose and intent of this chapter, and the general purpose and intent of the TSA development guidelines.~~

~~b-~~ Tier 2 Administrative Hearing: A project that has a development score between 50 and 99 points is eligible for an administrative hearing. Any project being reviewed at an administrative hearing shall be reviewed using the standards found in section 21A.59.060, "Standards For Design Review", of this title.

~~(1) Notice And Posting Requirements:~~ Notice of the administrative hearing shall be done in accordance with subsection 21A.10.020B1, "Conditional Building And Site Design Review", of this title.

~~(2) Administrative Hearing:~~ After consideration of the information received from the applicant and any other interested party, the planning director, or designee may approve, approve with conditions, deny or refer the matter to the planning commission.

~~(3) Appeals Of Administrative Hearing Decision:~~ Any person aggrieved by the decision made by the planning director or designee at an administrative hearing may appeal the decision to the Salt Lake City planning commission by filing notice of appeal within ten (10) days after the record of decision is published. The notice shall state the reason(s) for the appeal. Reason(s) for the appeal shall be based upon procedural error, the development score of the project or the criteria set forth in section 21A.59.060, "Standards For Design Review", of this title.

~~e(2)-~~ Tier ~~3-2~~ Administrative Review: The planning director has the authority to approve a project scoring ~~400-125~~ 100-125 points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate design-development guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078.C.2.d APPLICATION REVIEW

Development Score	Review Process
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0 - 49-124 points	Planning C ommission C onditional B uilding and S ite D esign R eview process
50—99 points—	Administrative hearing process—
100-125 or more points	Administrative review

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city's vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A “station area plan” is a development, land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the ~~design-development~~ guidelines and development incentives in the “Transit Station Area Development Guidelines” book, hereby adopted by reference. The “Transit Station Area Development Guidelines” shall be amended following the adopted procedures for zoning text amendments in ~~e~~Chapter 21A.50, “Amendments”, of this title. ~~Each design guideline is assigned a value.~~

1. Formulating ~~T~~he Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. ~~The planning director shall evaluate each project in the transit station area zone and assign a development score. All other applicable zoning regulations The development standards in subsection G of this section and the design standards in subsection J of this section shall be complied with by all projects and are not calculated in the development score.~~
- ~~2. Using The Score: Every development is required to meet a minimum development score. The minimum score represents a percentage of the total points possible.~~
- ~~32.~~ Project Review: A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.
- ~~43.~~ Appeals: ~~An applicant may appeal the~~ The development score ~~may be appealed. All appeals of the development score are heard by to the planning commission~~ Appeals Hearing Officer. In hearing the appeal, the ~~planning commission Appeals Hearing Officer~~ shall hold a public hearing in accordance with ~~s~~Section 21A.10.030 of this title. In deciding the appeal, the ~~planning commission Appeals Hearing Officer~~ shall base its decision on its interpretation of the ~~design-development~~ guidelines ~~and~~; the

development score, and whether the project complies with the goals of the applicable station area plans and the purposes of the TSA zoning district.

- ~~E. Certificate Of Occupancy: Prior to issuing a certificate of occupancy, a project shall be inspected by the city to determine if the project substantially complies with the development score and, if applicable, any conditions of approval required by the planning commission, administrative hearing officer or planning director. If the project does not receive final approval at the inspection, the project must be brought into compliance with the development score and, if applicable, any conditions of approval required by the planning commission, administrative hearing officer or planning director.~~
- ~~F. Prohibited Uses: The intent of this section is to identify those land uses that are not compatible with transit oriented development due to the nature of the use, the land requirements of the use, or the potential impacts of the use. Uses listed in table 21A.26.078F of this section and that have an "X" in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited. All other uses are permitted.~~

~~TABLE 21A.26.078F PROHIBITED USES~~

Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
Airport	X	X	X	X	X	X	X	X
Ambulance service (indoor)	X	X	X	X	X	X	X	X
Ambulance service (outdoor)	X	X	X	X	X	X	X	X
Amusement park	X	X	X	X	X	X		
Animal kennel	X	X	X	X				
Animal pound	X	X	X	X	X	X	X	X
Animal, raising of furbearing animals	X	X	X	X	X	X	X	X
Animal stable (private)	X	X	X	X	X	X	X	X
Animal stable (public)	X	X	X	X	X	X		

Animal stockyard—	X—	X—	X—	X—	X—	X—	X—	X—
Auction (indoor)—	X—	X—	X—	X—	X—	X—		
Auction (outdoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Blacksmith shop—	X—	X—	X—	X—	X—	X—	X—	X—
Bottling plant—	X—	X—	X—	X—	X—	X—	X—	X—
Building materials distribution—	X—	X—	X—	X—	X—	X—	X—	X—
Bus yards and repair facility—	X—	X—	X—	X—	X—	X—	X—	X—
Car wash—	X—	X—	X—	X—	X—		X—	X—
Car wash as accessory use to gas station or convenience store that sells gas—	X—	X—	X—	X—	X—	X—	X—	X—
Cemetery—	X—	X—	X—	X—	X—	X—	X—	X—
Check-cashing/payday loan business—	X—	X—	X—	X—	X—	X—	X—	X—
Chemical manufacturing and storage—	X—	X—	X—	X—	X—	X—	X—	X—
Commercial parking lots not located in a parking structure—	X—	X—	X—	X—	X—		X—	
Community correction facility, large—	X—	X—	X—	X—	X—	X—	X—	X—
Community correction facility, small—	X—	X—	X—	X—	X—	X—		X—
Concrete manufacturing—	X—	X—	X—	X—	X—	X—	X—	X—
Contractor's yard/office—	X—	X—	X—	X—	X—	X—	X—	X—
Drop forge industry—	X—	X—	X—	X—	X—	X—	X—	X—

Dwelling, single-family (detached)–	X–		X–		X–		X–	
Equipment, heavy (rental, sales, service)–	X–	X–	X–	X–	X–	X–	X–	X–
Equipment rental (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Explosives manufacturing and storage–	X–	X–	X–	X–	X–	X–	X–	X–
Extractive industries–	X–	X–	X–	X–	X–	X–	X–	X–
Financial institution, with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Flammable liquids or gases, heating fuel distribution and storage–	X–	X–	X–	X–	X–	X–	X–	X–
Food processing–	X–	X–	X–	X–	X–		X–	
Gas stations–	X–	X–	X–	X–	X–	X–	X–	
Heavy manufacturing–	X–	X–	X–	X–	X–	X–	X–	X–
Homeless shelters–	X–	X–	X–	X–	X–	X–	X–	X–
Impound lot–	X–	X–	X–	X–	X–	X–	X–	X–
Incinerator medical waste/hazardous waste–	X–	X–	X–	X–	X–	X–	X–	X–
Industrial assembly–	X–	X–	X–	X–				
Jails–	X–	X–	X–	X–	X–	X–	X–	X–
Landfill–	X–	X–	X–	X–	X–	X–	X–	X–
Limousine service (large)–	X–	X–	X–	X–	X–	X–	X–	X–

Limousine service (small)–	X–	X–	X–	X–	X–	X–	X–	X–
Manufactured/mobile home sales and service–	X–	X–	X–	X–	X–	X–	X–	X–
Manufacturing and processing, food–	X–	X–	X–					
Manufacturing, concrete or asphalt–	X–	X–	X–	X–	X–	X–	X–	X–
Manufacturing, light–	X–	X–	X–	X–				
Package delivery facility–	X–	X–	X–	X–	X–	X–	X–	X–
Paint manufacturing–	X–	X–	X–	X–	X–	X–	X–	X–
Poultry farm or processing–	X–	X–	X–	X–	X–	X–	X–	X–
Printing plant–	X–		X–	X–				
Railroad freight terminal facility–	X–	X–	X–	X–	X–	X–	X–	X–
Railroad repair shop–	X–	X–	X–	X–	X–	X–	X–	X–
Recreational vehicle park–	X–	X–	X–	X–	X–	X–	X–	X–
Recycling processing center (indoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Recycling processing center (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Refinery, petroleum products–	X–	X–	X–	X–	X–	X–	X–	X–
Restaurant with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Retail goods establishment with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–

Retail services establishment with drive-through facility—	X—	X—	X—	X—	X—	X—	X—	X—
Reverse vending machines—	X—	X—	X—	X—	X—	X—	X—	X—
Rock, sand and gravel storage and distribution—	X—	X—	X—	X—	X—	X—	X—	X—
Sexually oriented business—	X—	X—	X—	X—	X—	X—	X—	X—
Sign painting/fabrication—	X—	X—	X—	X—	X—	X—	X—	X—
Slaughterhouse	X—	X—	X—	X—	X—	X—	X—	X—
Stadium—		X—		X—		X—		
Storage, miniwarehouse	X—	X—	X—	X—	X—		X—	
Storage (outdoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Storage, public (outdoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Store, pawnshop—	X—	X—	X—	X—	X—	X—	X—	X—
Store, superstore and hypermarket—	X—	X—	X—	X—	X—		X—	
Store, warehouse club—	X—	X—	X—	X—	X—		X—	
Taxicab facility—	X—	X—	X—	X—	X—	X—	X—	X—
Theater, live performance—		X—		X—		X—		
Theater, movie—		X—		X—		X—		X—
Tire distribution retail/wholesale		X—	X—	X—	X—	X—	X—	X—

Transportation terminal, including bus, rail and trucking—	X—	X—	X—	X—	X—	X—	X—	X—
Truck freight terminal—	X—	X—	X—	X—	X—	X—	X—	X—
Truck stop—	X—	X—	X—	X—	X—	X—	X—	X—
Trucking, repair, storage, etc. associated with extractive industries—	X—	X—	X—	X—	X—	X—	X—	X—
Utility, electric generation facility—	X—	X—	X—	X—	X—	X—	X—	X—
Utility, sewage treatment plant—	X—	X—	X—	X—	X—	X—	X—	X—
Utility, solid-waste transfer station—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, auction—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, auto-repair (major)—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle auto-repair (minor)—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, automobile and truck repair—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, automobile and truck sales and rental (including large truck)—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, automobile rental agency—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle automobile sales/rental and service (indoor)—	X—	X—	X—	X—	X—	X—	X—	X—

Vehicle, automobile salvage and recycling (indoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, automobile salvage and recycling (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, boat/ recreational vehicle sales and service–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, truck repair (large)–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, truck sales and rental–	X–	X–	X–	X–	X–	X–	X–	X–
Warehouse–	X–	X–	X–	X–	X–		X–	
Welding shops–	X–	X–	X–	X–	X–	X–	X–	X–
Wholesale distribution–	X–	X–	X–	X–	X–		X–	X–
Woodworking mill–	X–	X–	X–		X–		X–	
Zoological park–	X–	X–	X–	X–	X–	X–		

1. Existing Uses And Buildings: A use located within a station area legally existing at the time that this zoning district was adopted, but listed as a prohibited use in this subsection F, shall be considered a legal nonconforming use. A structure legally existing at the time this section was adopted, but not conforming to the standards in this chapter, shall be considered a legal noncomplying structure. Any legal nonconforming use or legal noncomplying structure is subject to chapter 21A.38 of this title.

GE. Development Standards:

1. Intent: The purpose of the following development standards is to promote an intense and efficient use of land at increased densities in the station areas. The development standards are intended to create a safe and pleasant environment near transit stations by encouraging an intensive area of mixed-use development and activities, pedestrian amenities and by limiting conflicts between vehicles and pedestrians. Development standards are intended to create a reasonably continuous building edge that defines the exterior spatial enclosure of the street or open space and protect adjacent low density residential zoning districts. With some exceptions, buildings line a street at or near the public right of way to the greatest extent possible.

21. Application: The dimensional requirements of this section apply to all new buildings and developments as well as additions to existing buildings. Additions that bring the property closer to compliance are allowed. The following development standards apply to the core and transition areas of all station types.÷

a2. Building Height: The minimum and maximum building heights are found in ~~Table 21A.26.078.E.G2a~~, “Building Height Regulations”, of this section. ~~Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development, and the composition of the urban form of the block. Minimum building heights in the core area relate to the width of the street, with a minimum ratio of one foot (1') of building height for every three feet (3') of street width. Building height is measured from the finished grade to the highest point of the building.~~ The following exceptions apply:

~~(1)a.~~ The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least ~~ten~~ fifty percent (~~5~~40%) of the width of the street facing building wall.

~~(2)~~ ~~Elevator shafts, parapet walls, and other projections are permitted subject to subsection 21A.36.020C, "Height Exceptions", of this title.~~

~~(3)b.~~ Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title.

TABLE 21A.26.078.E.G2a
BUILDING HEIGHT REGULATIONS

	Minimum Height ¹	Maximum Height
Urban center:		
Core	40'30'	90' ²
Transition	25'	60'
Urban neighborhood:		
Core	25'	75'
Transition	0'	50'
Mixed use employment center:		

	Core	25'	75'
	Transition	0'	60'
Special purpose:			
	Core	25'	75'
	Transition	0'	60'

Notes:

1. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The slope of the plane must have a minimum slope of a two feet rise over a 12 foot run. The additional height may include habitable space. The sloping planes must be clearly visible and create a sloped roof shape. The sloping planes shall not be hidden by a parapet wall.

~~b3. Setbacks: Required building setbacks promote streetscapes that are consistent with the desired character of the street and various station typologies and its core and transition areas. Building setbacks create a safe environment that is inviting to pedestrians and transit users and maintain light, air and potential privacy for adjacent residential uses. In some instances, the setbacks limit the building envelope where the existing development pattern would be negatively impacted by taller buildings.~~

a. General Standards for Front/Corner Side Yards:

- (1) All portions of the yard not occupied by building, driveways, walkways or other similar features must be landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use. See Section 21A.26.078.F for specific front yard design requirements.
- (2) Parking is prohibited in the front and corner side yards.
- (3) Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.
- (4) Awnings or canopies may be located within any portion of the yard and are not subject to the front or corner side yard restrictions in Table 21A.36.020.B.
- (5) Balconies may project up to two feet (2') into the required yards and are not subject to the front or corner side yard restrictions in Table 21A.36.020.B.
- (6) All front and corner side yard standards in Table 21A.26.078.E.3.b may be modified through the Conditional Building and Site Design Review process of Chapter 21A.59, except that the front and corner side yard setback for 400 South shall not be reduced below the minimum.

b. TABLE 21A.26.078.E.3.b Setback Standards:

<u>Property Frontage</u>	<u>Front/Corner Side Yard Setback</u>	<u>Interior Side Yard</u>	<u>Rear Yard</u>
<u>400 South</u>	<p><u>Minimum: 10', and at least 50% of the street facing building façade must be built to the minimum.</u></p> <p><u>Maximum Setback: 20', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</u></p> <p><u>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10'. This applies to new buildings and to additions that increase the gross building square footage by more than 50%. This standard does not require removal of existing buildings or portions thereof.</u></p>	<p><u>Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height.</u></p>	
<u>North Temple</u>	<p><u>Minimum: 5', and at least 50% of the street facing building façade must be built to the minimum.</u></p> <p><u>Maximum: 15', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</u></p> <p><u>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10'. This applies to new buildings and to additions that increase the gross building square footage by more than 50%. This standard does not require removal of existing buildings or portions thereof.</u></p>		

<u>300 South, 500 South, 600 East</u>	<u>Minimum: Equal to the average setback of other principal buildings on the same block face.</u>
<u>Streets with right-of-way width of 50 feet or less with R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street</u>	<u>Minimum: 25% of lot depth, up to 25'. For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height.</u>
<u>All other streets</u>	<u>Minimum: None At least 50% of the street facing building façade shall be within 5 feet of the front or corner side property line.</u>

~~(1) Front And Corner Yard Setback: Except as indicated below, there is no minimum setback. If a setback is provided, at least fifty percent (50%) of the street-facing building facade shall be located within five feet (5') of the front property line unless a larger setback is required below. All portions of a front yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped. Parking, drive aisles or other paved areas for motor vehicles are prohibited. Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.~~

~~(A) North Temple Boulevard: The front yard setback along North Temple Boulevard shall be fifteen feet (15') for a minimum of fifty percent (50%) of the width of the street-facing facade. Up to fifty percent (50%) of a street-facing facade may encroach up to the front property line. In this case, the area not occupied by the building footprint must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar usable public space or use. Setbacks over fifteen feet (15') are not allowed. In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is constructed or with additions that increase the gross building square footage by more than fifty~~

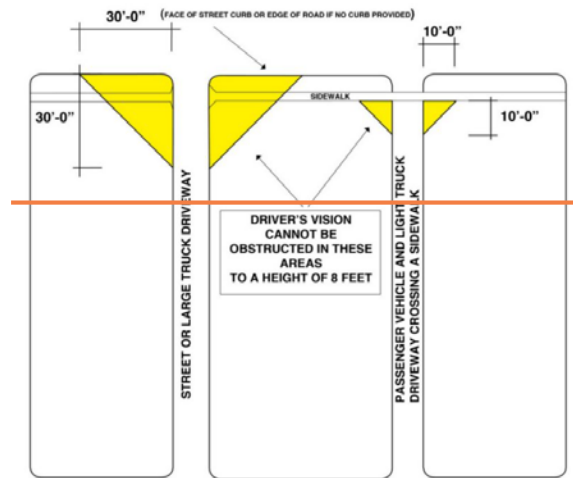
percent (50%):



(B) 400 South/University Boulevard: The front yard setback along 400 South/University Boulevard shall be a minimum of fifteen feet (15'). In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is constructed or with additions that increase the gross building square footage by more than fifty percent (50%).

(C) Streets With A Right Of Way Of Fifty Feet Or Less: When located on a street with a right of way fifty feet (50') or less with an R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street, a minimum setback of twenty five percent (25%) of the lot depth but no more than twenty five feet (25') is required. For buildings taller than twenty five feet (25'), the setback shall increase two feet (2') for every foot of height above twenty five feet (25') in height. Buildings may be stepped so taller portions of the building are farther away from the front property line.

SIGHT DISTANCE TRIANGLE



~~(D) Special Front Yard Setback Provisions For Properties That Front On 300 South, 500 South Or 600 East: For properties that front on 300 South, 500 South or 600 East, the front yard setback shall be equal to the average front yard setback for properties located along the same block face.~~

~~(2) Side Yard Setback:~~

~~(A) Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to subsection L of this section.~~

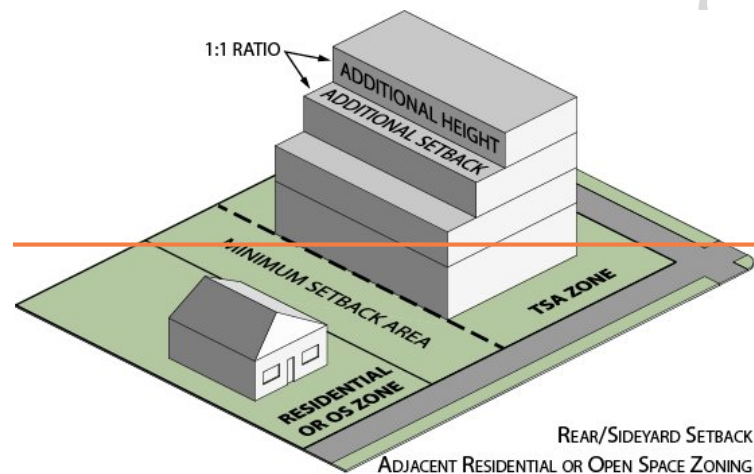
~~(B) Side yard setback when adjacent to certain zoning districts:~~

~~(i) Core Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum side yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~

~~(ii) Transition Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum side yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30 or RMF-35 zoning district is separated~~

from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.

- (iii) ~~Side Yard Setback When Adjacent To All Other Districts: No minimum side yard required.~~



(3) ~~Rear Yard Setback:~~

(A) ~~Rear yard setback when adjacent to certain zoning districts:~~

(i) ~~Core Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum rear yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~

(ii) ~~Transition Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum rear yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25').~~

When a property in an OS, R-1, R-2, SR, RMF-30 or RMF-35 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.

(iii) ~~Rear Yard Setback When Adjacent To All Other Districts: No minimum rear yard required.~~

(4) ~~c.~~ Special Setback Provisions ~~F~~for Properties Adjacent ~~T~~to Jordan River: For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water line level as defined in ~~s~~Section 21A.34.130 of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.

~~e~~4. Minimum Lot Area ~~A~~and Street Frontage/Lot Width Requirements:

TABLE 21A.26.078.E4 MINIMUM LOT AREA AND LOT WIDTH STANDARDS

<u>Standard</u>	<u>Required Dimension</u>
<u>Minimum Lot Area</u>	<u>2,500 square feet</u>
<u>Minimum Lot Width</u>	<u>40 feet</u>

(1) ~~a.~~ The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.

(2) ~~b.~~ Any legally existing lot may be developed without having to comply with the minimum lot size or width requirements.

c. Lots subdivided for single-family detached, single-family attached, and two-family residential dwellings are exempt from minimum lot width requirements.

(3) ~~The minimum lot area for all areas of the TSA zoning district is two thousand five hundred (2,500) square feet.~~

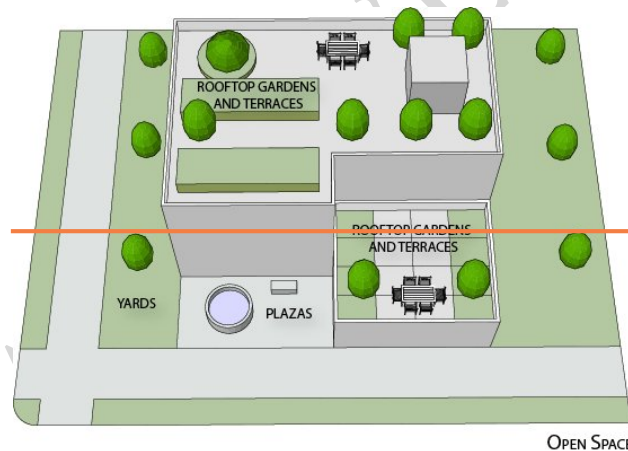
(4) ~~All subdivisions of land or combination of parcels must have a minimum of forty feet (40') of street frontage.~~

~~d~~5. Open Space: ~~In order to provide space for passive and active recreation, public and private use, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, open space is~~

required for all new developments. Open space shall be provided at a rate of one (1) square foot for every ten (10) square feet of land area included in the development, up to five thousand (5,000) square feet for Core areas, and up to two thousand five hundred (2,500) square feet for Transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).

(1) Core Area:

- (A) Within the core area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity.
- (B) A minimum of ten percent (10%) of the land area up to five thousand (5,000) square feet.



(2) Transition Area:

- (A) Within the transition area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop gardens and terraces, community gardens and other similar types of amenities.
- (B) The minimum open space requirement is ten percent (10%) of the land area up to two thousand five hundred (2,500) square feet.

(3) Access To Open Space: All required open space shall be accessible to the users of the building(s).

e6. Circulation And Connectivity: Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of

travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.

~~(1) a.~~ All parking lots shall comply with the standards in ~~§~~Section 21A.44.020, “General Off Street Parking Regulations”, of this title.

~~(2) b.~~ Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.

c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:

(1) The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.

(2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.

7. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

H. Residential Densities:

1. Core area: No maximum.

2. Transition area: No maximum.

I. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

JF. Design Standards:

1. Development shall comply with the design standards in Chapter 21A.37 when applicable as specified in that chapter.

2. All developments required to obtain a review score by subsection 21A.26.078.C shall comply with the following additional design standards. These specific standards may be modified through the Conditional Building and Site Design Review process in Chapter 21A.59 if the modifications meet the intent of the specific design standard requested to be modified:

a. EIFS and Stucco Limitation: Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS and stucco is allowed for up to 10% of the upper level street facing facades.

b. Front and Corner Side Yard Design Requirements:

- (1) In yards greater than ten feet (10') in depth, one shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.
- (2) At least 50% of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to 30% if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least 50% of the provided front or corner side yard.
- (3) At least 30% of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.
- (4) Driveways necessary for vehicle access to the site are allowed regardless of compliance with the minimum percentages required by this subsection.

c. Entry Feature Requirements: All building entries shall include at least one of the following features:

- (1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building façade;
- (2) A recessed entrance that is recessed at least five feet (5') from the street facing façade;
- (3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or
- (4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building façade.

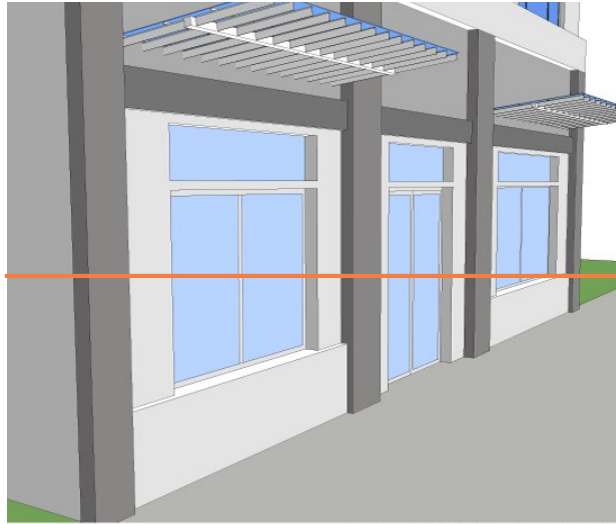
d. Ground Floor Use Requirement for 400 South and North Temple Boulevard: When facing 400 South or North Temple Boulevard, the ground floor use area required by Chapter 21A.37 shall be built to accommodate an allowed commercial, institutional, or public use. Live/work uses qualify as a commercial use for this subsection.

- (1) Exception: Residential uses may be permitted within the required area in lieu of the required use, if the ground floor is designed so that it can be converted to an allowed commercial use in the future. To accommodate this conversion, the shell space of the ground floor shall be built to an occupancy standard required by the adopted building code that can accommodate conversion of the interior of the space to a future permitted commercial use.

(2) The following additional requirements shall apply to the ground floor space if used for residential uses:

- (a) The shell space shall be at least twelve feet (12') in height;
- (b) The street facing façade of each ground floor residential unit shall be at least 60% glass;
- (c) Each ground floor unit shall have a direct entrance from the sidewalk to the unit;
- (d) Each ground floor unit shall be ADA accessible; and
- (e) Each ground floor unit shall include a porch, patio, stoop or other entrance feature that is a minimum depth of at least five feet (5').

- 1- ~~Purpose: Design standards create the fundamental characteristics of a transit oriented district and the basic design elements required for a successful transit station area. Design standards are intended to provide a safe and interesting walkable environment by connecting ground floor uses adjacent to the sidewalk areas, by encouraging the continuity of retail and service uses, providing surveillance opportunities on the street and public open spaces and framing the street by bringing portions of buildings up to the sidewalk. All buildings shall be designed for the context and character of the project and how they interact visually, functionally, and socially with the context of the public environment.~~
- 2- ~~Application: The following design standards apply to all projects within the core and transition areas of all station area types:~~
 - a- ~~Building Walls Adjacent To A Street: Street facing building facades shall provide architectural variety and scale. Changes in plane, color, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. Building walls parallel to a public street and greater than thirty feet (30') in length shall be broken up by architectural features such as bay windows, recessed entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature may be either recessed or project a minimum of twelve inches (12").~~



ARCHITECTURAL VARIETY AND SCALE

- b. ~~Ground Floor Building Materials: Other than ground windows and doors, eighty percent (80%) of the remaining ground floor wall area shall be clad in durable materials. Durable materials include brick, masonry, textured or patterned concrete and/or cut stone. Other materials may be used as accent or trim provided they cover twenty percent (20%) or less of the ground floor adjacent to a street.~~
- c. ~~Ground Floor Glass And Transparency: All street facing elevations of a development shall be designed so that the first floor street facing facade has at least sixty percent (60%) clear glass between three (3) and eight feet (8') above grade to allow pedestrians to view activities inside the building or lighted display windows. There must be visual clearance behind the glass for a minimum of two feet (2'). Three-dimensional display windows at least two feet (2') deep are permitted and may be counted toward the sixty percent (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 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 not have less than sixty percent (60%) glass surfaces. The reflectivity in glass shall be limited to eighteen percent (18%) as defined by ASTA standards. The planning director may approve a modification to this requirement if the planning director finds:~~
- ~~(1) The requirement would negatively affect the historic character of the building, or~~
 - ~~(2) The requirement would negatively affect the structural stability of the building.~~
 - ~~(3) The ground level of the building is occupied by residential uses, in which case the sixty percent (60%) glass requirement may be reduced to forty percent (40%).~~

Any appeal of an administrative decision made pursuant to this subsection may be made to the planning commission.

- d. ~~Building Entrances: The intent of regulating building entrances is to promote security on the street and public spaces by providing frequent points of access and sources of activity. Functional entrances to nonresidential uses should be located at an average of seventy five feet (75') or less from one another. At least one operable building entrance per elevation facing a public street shall be provided. Each ground floor leasable space is required to have an operable entrance facing the street and a walkway to the sidewalk. If a plaza or open space is provided as part of the development, a minimum of one entrance opening onto the plaza or open space shall be provided. This entrance shall be counted toward the spacing of functional entrances identified in this section and may count as the primary entrance to the building. All street-facing building entrances shall be functional entrances and shall not be limited to emergency or employee entrances.~~
- e. ~~Ground Floor Residential Uses: The interior floor elevation of ground floor residential units in the core area shall be a minimum of two feet (2') and a maximum of five feet (5') above grade. Dwelling units located on the ground floor and facing a public or private street shall have a minimum of one primary entrance facing the street in the core area. The facades of all buildings in the core and transition areas with ground floor residential uses shall feature elements that signal habitation such as windows, entrances, stairs, porches, bay windows, and balconies that are visible from the public street. Attached single-family dwellings, townhomes, row houses, and other similar housing types shall have a primary entrance facing the street for each unit adjacent to a street. Units may have their primary entrance located on a courtyard, mid block walkway, or other similar area if the street-facing facades have a primary entrance facing the street.~~
- f. ~~Parking Structures: The intent of regulating parking structures is to minimize the visual impact of the structure and the cars parking within it, and to reduce their impact on the ground floors adjacent to public sidewalks and streets. Parking structures are permitted within the core and transition areas provided:~~
 - (1) ~~The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, residential leasing office, restaurant, etc. Parking is permitted behind the ground floor uses. If the ground floor does not include active use, then the structure must be set back behind a building or be a minimum of sixty feet (60') from a property line adjacent to a public street or sidewalk.~~
 - (2) ~~The levels of parking above the first level facing the front or corner side lot line shall have horizontal floors and/or facades and not sloped.~~

- ~~(3) The levels of parking above the second level shall be designed to effectively screen the vehicles so they are not readily visible from an adjacent street.~~
- ~~(4) Below grade parking structures for structures with ground floor residential uses may extend a maximum of five feet (5') above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).~~
- ~~g- Mechanical Equipment: All roof mounted mechanical and electrical equipment, communication antennas or dishes shall be enclosed, screened, organized, designed and located to be out of view from streets and public spaces. The parapet or enclosure shall be equal to or greater than the height of the equipment to be screened to reduce equipment noise and odors, and other impacts onto adjacent uses and maintain the integrity of overall architectural character and scale of the building. Mechanical equipment may be located on the ground provided it is behind the building, screened and not located in a required rear yard or side yard setback. Utility boxes are subject to section 21A.40.160, "Ground Mounted Utility Boxes", of this title.~~
- ~~h- Service Areas: Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot (1') higher than the object being screened. Dumpsters must be located a minimum of twenty five feet (25') from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building.~~

K.G. Multiple Buildings ~~On A~~ Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained.

L.H. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.

1. Surface Parking ~~Lots And Structures~~ **On** Corner Properties: On corner properties, surface parking lots ~~and structures~~ shall be located behind principal buildings or at least sixty feet (60') from ~~the intersection of the~~ front and corner side lot lines. ~~and are subject to the additional requirements established for Core or Transition areas below. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than~~

~~one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.~~

2. Surface Parking ~~In The~~ Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a building, the parking lot shall be:

- (1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
- (3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in ~~s~~Section 21A.44.020, ~~t~~Table 21A.44.020 of this title.

b. One Driveway ~~And Drive Aisle Per~~ Street Frontage: Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

~~c. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.~~

3. Surface Parking ~~In The~~ Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a principal building, the parking lot shall be:

- (1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.

- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.

~~b. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.~~

4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in eChapter 21A.48 of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.

~~5. Surface Parking Lots As The Principal Use: Surface parking lots that are the principal use are permitted in the TSA zoning district provided the following standards are complied with:~~

- ~~a. The surface parking lot does not have street frontage on the street where the fixed rail transit is located.~~
- ~~b. The surface parking lot is set back a minimum of fifteen feet (15') from any property line adjacent to a public street.~~
- ~~c. The parking area is screened by a wall or landscaping that is a minimum of thirty six inches (36") and a maximum of forty eight inches (48") tall.~~

56. Other Applicable Standards: All other standards in eChapter 21A.44, "Off Street Parking, Mobility And Loading", of this title shall apply.

MI. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.

IN. Developments Over Five Acres:

1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods.

Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.

2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres. ~~A development over five (5) acres shall be subject to the applicable review process based on the lowest development score assigned to an individual building in the development.~~
 - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
 - (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
 - (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension. ~~The standards in subsection J2 of this section apply to building walls adjacent to a mid block walkway.~~
 - ~~b. Housing Proximity To Transit: Developments that include housing should cluster the housing so a minimum of fifty percent (50%) of the housing is located within one-fourth ($\frac{1}{4}$) mile walking distance of a transit platform.~~
 - ~~b.e.~~ be. Connectivity To Public Streets, Sidewalks, ~~A~~and Bicycle Lanes: In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a "complete street" defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.
 - ~~cd.~~ cd. Vehicle Access: Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access

points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.

- (1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.
- (2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.
- (3) No access drive shall be greater than twenty four feet (24') wide.
- (4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

de. Internal Circulation: Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.

- (1) **Travel Lanes That Connect Parking Areas With A Public Street:** All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in Section 21A.44.020 of this title.
- (2) **Design Speed:** The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.
- (3) **Future Access To Adjacent Properties And Rights Of Way:** All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
- (4) **Centerlines:** The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.

- (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
 - (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.
 - (7) Bicycle Paths: A coordinated system of bicycle paths should be provided.
 - (8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- e.f. Parking:** Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in sSection 21A.44.020, tTable 21A.44.020 of this title.
- fg. Open Space:** In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.
- (1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.
 - (2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.
- gh. Landscaping:** All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.

SECTION 2. Amending the Text of Salt Lake City Code Section 21A.10.020.B. That Section 21A.10.020.B (Zoning: General Application and Public Hearing Procedures: Public Hearing Notice Requirements: Special Noticing Requirements for Administrative Approvals) of the *Salt Lake City Code* shall be, and hereby is, amended to read as follows:

B. Special Noticing Requirements ~~F~~for Administrative Approvals:

1. Conditional Building ~~A~~and Site Design Review: The planning commission shall consider requests for conditional building and site design review at a public hearing if there is an expression of interest after providing notice as follows:

- a. Notification: The city shall provide written notice by first class mail a minimum of twelve (12) calendar days in advance of the requested action to all owners of the land and tenants subject to the application, as shown on the Salt Lake City geographic information system records, adjacent to and contiguous with the land subject to the application. Recognized organizations are also entitled to receive notice pursuant to ~~€~~Title 2, ~~e~~Chapter 2.60 of this code by e-mail or other form chosen by the planning director.

At the end of the twelve (12) calendar day notice period, if there are requests for a public hearing, the planning commission will schedule a public hearing and consider the issue; if there are no requests for a public hearing, the planning director may decide the issue administratively.

2. Determination ~~Θ~~of Noncontributing Status Within ~~A~~an H Historic Preservation Overlay District: Prior to the approval of an administrative decision for a certificate of appropriateness for demolition of a noncontributing structure, the city shall provide written notice by first class mail a minimum of twelve (12) calendar days of the determination of noncontributing status of the property to all owners of the land and tenants, within eighty five feet (85') of the land subject to the application as shown on the Salt Lake City geographic information system records. At the end of the twelve (12) day notice period, the planning director shall either issue a certificate of appropriateness for demolition or refer the application to the historic landmark commission.
3. Notice ~~Θ~~of Application ~~F~~for Special Exceptions: Prior to the approval of an administrative decision for special exceptions as authorized in ~~e~~Chapter 21A.52 of this title, the planning director shall provide written notice by first class mail a minimum of twelve (12) days in advance of the requested action to all abutting properties and those properties located across the street from the subject property, and to all property owners and tenants of the land subject to the application, as shown on the Salt Lake City geographic information system records.

- a. ~~Contents Of The Mailing Notice Of Application:~~ The notice for mailing shall generally describe the subject matter of the application, the place where such application may be inspected by the public, the date when the planning director will authorize a final administrative decision, and include the procedures to appeal an administrative decision set forth in ~~e~~Chapter 21A.16 of this title.
4. Notice of Application for TSA Development Reviews: Prior to the approval of a development review score as authorized in Section 21A.26.078 of this title, the planning director shall provide written notice by first class mail a minimum of twelve (12) days in advance of the requested action to all abutting properties and those properties located across the street from the subject property, and to all property owners and tenants of the land subject to the application, as shown on the Salt Lake City geographic information system records.
- a. Contents of the Mailing Notice of Application: The notice for mailing shall generally describe the subject matter of the application, the place where such application may be inspected by the public, the date when the planning director will authorize a final administrative decision, and include the procedures to appeal an administrative decision set forth in Chapter 21A.16 of this title.

SECTION 3. Amending Section 21A.33.010 of Salt Lake City Code. That Section 21A.33.010 (Zoning: Land Use Tables: General Provisions) of the *Salt Lake City Code* is amended to read as follows:

21A.33.010: GENERAL PROVISIONS:

- A. Permitted Uses: The uses specified as permitted uses in ~~s~~Sections 21A.33.020, 21A.33.030, 21A.33.035, 21A.33.040, 21A.33.050, 21A.33.060, ~~and~~ 21A.33.070, and 21A.33.080 of this chapter, tables of permitted and conditional uses, are permitted provided that they comply with the general standards set forth in ~~p~~Part IV of this title and all other applicable requirements of this title.
- B. Conditional Uses: The uses specified as conditional uses in ~~s~~Sections 21A.33.020, 21A.33.030, 21A.33.035, 21A.33.040, 21A.33.050, 21A.33.060, ~~and~~ 21A.33.070, and 21A.33.080 of this chapter, tables of permitted and conditional uses, shall be allowed provided they are approved pursuant to the standards and procedures for conditional uses set forth in ~~e~~Chapter 21A.54 of this title, and comply with all other applicable requirements of this title.

- C. Uses Not Permitted: Any use specifically listed without a “P” or a “C” designated in the table of permitted and conditional uses for a district shall not be allowed in that zoning district.

SECTION 4. Adopting Section 21A.33.035 of Salt Lake City Code. That Chapter 21A.33 (Zoning: Land Use Tables) of the *Salt Lake City Code* is amended to adopt Section 21A.33.035 (Zoning: Land Use Tables: Table of Permitted and Conditional Uses for Transit Station Area Districts), which shall read as follows:

21A.33.035: TABLE OF PERMITTED AND CONDITIONAL USES FOR TRANSIT STATION AREA DISTRICTS:

Legend:	C =	Conditional	P =	Permitted
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<u>Use</u>	<u>Permitted and Conditional Uses by District</u>							
	<u>TSA UC</u>		<u>TSA UN</u>		<u>TSA MUEC</u>		<u>TSA SP</u>	
	<u>C</u>	<u>T</u>	<u>C</u>	<u>T</u>	<u>C</u>	<u>T</u>	<u>C</u>	<u>T</u>
<u>Accessory use, except those that are specifically regulated elsewhere in this title</u>	P	P	P	P	P	P	P	P
<u>Adaptive reuse of a landmark site</u>	P	P	P	P	P	P	P	P
<u>Agricultural use</u>	P	P	P	P	P	P	P	P
<u>Alcohol:</u>								
<u>Brewpub (2,500 square feet or less in floor area)</u>	P	P	P	P	P	P	P	P
<u>Brewpub (more than 2,500 square feet in floor area)</u>	P	C	P	C	P	C	P	C
<u>Dining club (2,500 square feet or less in floor area)</u>	P	P	P	P	P	P	P	P
<u>Dining club (more than 2,500 square feet in floor area)</u>	P	C	P	C	P	C	P	C

<u>Distillery</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>C</u>
<u>Social club (2,500 square feet or less in floor area)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Social club (more than 2,500 square feet in floor area)</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>
<u>Tavern (2,500 square feet or less in floor area)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Tavern (more than 2,500 square feet in floor area)</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>
<u>Winery</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Amphitheater</u>							<u>C</u>	<u>C</u>
<u>Amusement park</u>							<u>C</u>	<u>C</u>
<u>Animal:</u>								
<u>Cremation service</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Kennel</u>					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Pet cemetery¹</u>		<u>P¹</u>		<u>P¹</u>		<u>P¹</u>		<u>P¹</u>
<u>Stable, public</u>							<u>P</u>	<u>P</u>
<u>Veterinary office</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Antenna, communication tower</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Antenna, communication tower, exceeding the maximum building height in the zone</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Art gallery</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Artisan Food Production</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Auction (indoor)</u>					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Auditorium</u>							<u>P</u>	<u>P</u>
<u>Bakery, commercial</u>	<u>P</u>		<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Bed and breakfast</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Bed and breakfast inn</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Bed and breakfast manor</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

<u>Blood donation center</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Botanical garden</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Brewery</u>					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Car wash</u>						<u>P</u>		<u>P</u>
<u>Car wash as accessory use to gas station or convenience store that sells gas</u>						<u>P</u>		<u>P</u>
<u>Clinic (medical, dental)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Commercial Food Preparation</u>	<u>P</u>		<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Community correctional facility, small²</u>							<u>C²</u>	
<u>Community garden</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Convent/monastery</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Convention center</u>							<u>C</u>	<u>C</u>
<u>Crematorium</u>	<u>P</u>		<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Daycare center, adult</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Daycare center, child</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Daycare, registered home daycare or preschool</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Dwelling:</u>								
<u>Artists' loft/studio</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Assisted living facility (large)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Assisted living facility (small)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Group home (large)³</u>	<u>P³</u>	<u>P³</u>	<u>P³</u>	<u>P³</u>	<u>P³</u>	<u>P³</u>	<u>P³</u>	<u>P³</u>
<u>Group home (small)⁴</u>	<u>P⁴</u>	<u>P⁴</u>	<u>P⁴</u>	<u>P⁴</u>	<u>P⁴</u>	<u>P⁴</u>	<u>P⁴</u>	<u>P⁴</u>
<u>Living quarter for caretaker or security guard</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Manufactured home</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Multi-family</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

<u>Residential support (large)⁵</u>	<u>P⁵</u>	<u>P⁵</u>	<u>P⁵</u>	<u>P⁵</u>	<u>P⁵</u>	<u>P⁵</u>	<u>P⁵</u>	<u>P⁵</u>
<u>Residential support (small)⁶</u>	<u>P⁶</u>	<u>P⁶</u>	<u>P⁶</u>	<u>P⁶</u>	<u>P⁶</u>	<u>P⁶</u>	<u>P⁶</u>	<u>P⁶</u>
<u>Rooming (boarding) house</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Single-family attached</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Single-family detached</u>		<u>P</u>		<u>P</u>		<u>P</u>		<u>P</u>
<u>Single room occupancy</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Twin home</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Two-family</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Eleemosynary facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Exhibition hall</u>							<u>C</u>	<u>C</u>
<u>Farmers' market</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Financial institution</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Financial institution with drive-through facility</u>						<u>P</u>		<u>P</u>
<u>Flea market (indoor)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Flea market (outdoor)</u>							<u>P</u>	<u>P</u>
<u>Food processing</u>					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Funeral home</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Gas station</u>						<u>P</u>		<u>P</u>
<u>Government facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Government facility requiring special design features for security purposes</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Grain elevator</u>					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Greenhouse</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Hospital, including accessory lodging facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Hotel/motel</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

<u>House museum in landmark sites (see subsection 21A.24.010.T of this title)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Industrial assembly</u>					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Laboratory (medical, dental, optical)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Laboratory, testing</u>					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Laundry, commercial</u>					<u>P</u>	<u>P</u>		
<u>Library</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Light manufacturing</u>					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Meeting hall of membership organization</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Mixed use development</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Mobile food business (operation in public right of way)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Mobile food business (operating on private property)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Municipal service uses, including city utility uses and police and fire stations</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Mobile food court</u>	<u>P</u>		<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Museum</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Nursing care facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Office</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Office, publishing company</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Office, single practitioner medical, dental, and health</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Offices and reception centers in landmark sites (see subsection 21A.24.010.T of this title)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Open space</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Park</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

<u>Parking:</u>								
<u>Commercial (if located in a parking structure)</u>	<u>P</u>	<u>P</u>	<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Commercial (surface lot)⁷</u>						<u>P⁷</u>		<u>P⁷</u>
<u>Off site⁷</u>	<u>P⁷</u>	<u>P⁷</u>	<u>P⁷</u>	<u>P⁷</u>	<u>P⁷</u>	<u>P⁷</u>	<u>P⁷</u>	<u>P⁷</u>
<u>Park and ride lot⁷</u>						<u>P⁷</u>		<u>P⁷</u>
<u>Park and ride lot shared with existing use</u>						<u>P</u>		<u>P</u>
<u>Performing arts production facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Philanthropic use</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Photo finishing lab</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Place of worship</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Printing plant</u>		<u>P</u>			<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Railroad passenger station</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Radio, television station</u>	<u>P</u>		<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Reception center</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Recreation (indoor)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Recreation (outdoor)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Recycling collection station</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Research and development facility</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Research facility (medical)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Restaurant</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Retail goods establishment</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Plant and garden shop with outdoor retail sales area</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>With drive-through facility</u>								
<u>Retail service establishment</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>

<u>Furniture repair shop</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Sales and display (outdoor)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>School:</u>								
<u>College or university</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Music conservatory</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Professional and vocational</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Seminary and religious institute</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Seasonal farm stand</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Small brewery</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Social service mission and charity dining hall</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Solar array</u>					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Stadium</u>	<u>C</u>		<u>C</u>		<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Storage, self</u>		<u>P</u>		<u>P</u>		<u>P</u>		<u>P</u>
<u>Store:</u>								
<u>Convenience</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Department</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Mass merchandising</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Specialty</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Superstore and hypermarket</u>						<u>P</u>		<u>P</u>
<u>Warehouse club</u>						<u>P</u>		<u>P</u>
<u>Studio, art</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Studio, motion picture</u>					<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Theater, live performance⁸</u>	<u>P⁸</u>	<u>C⁸</u>	<u>P⁸</u>	<u>C⁸</u>	<u>P⁸</u>	<u>P⁸</u>	<u>P⁸</u>	<u>P⁸</u>
<u>Theater, movie</u>	<u>P</u>		<u>P</u>		<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Urban farm</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Utility, building or structure⁹</u>	<u>P⁹</u>	<u>P⁹</u>	<u>P⁹</u>	<u>P⁹</u>	<u>P⁹</u>	<u>P⁹</u>	<u>P⁹</u>	<u>P⁹</u>

<u>Utility, transmission wire, line, pipe, or pole⁹</u>	<u>P</u> ⁹	<u>P</u> ⁹	<u>P</u> ⁹	<u>P</u> ⁹	<u>P</u> ⁹	<u>P</u> ⁹	<u>P</u> ⁹	<u>P</u> ⁹
<u>Vehicle:</u>								
<u>Automobile repair (minor)</u>						<u>P</u>		<u>P</u>
<u>Vending cart, private property</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Warehouse</u>						<u>P</u>		<u>P</u>
<u>Wholesale distribution</u>						<u>P</u>		
<u>Wireless telecommunications facility (see Section 21A.40.090)</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>P</u>
<u>Wireless telecommunications facility, exceeding the maximum building height of the zone (see Section 21A.40.090)</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
<u>Woodworking mill</u>				<u>P</u>		<u>P</u>		<u>P</u>
<u>Zoological park</u>							<u>C</u>	<u>C</u>

Qualifying Provisions for Specific Land Uses:

1. “Pet Cemetery”: Subject to Salt Lake Valley Health Department approval.
2. “Community Correctional Facility, Small”: A community correctional facility is considered an institutional use and any such facility located within an airport noise overlay zone is subject to the land use and sound attenuation standards for institutional uses of the applicable airport overlay zone within Chapter 21A.34 of this title.
3. “Group Home, Large”: No large group home shall be located within 800 feet of another group home.
4. “Group Home, Small.” No small group home shall be located within 800 feet of another group home.
5. “Residential Support (Large)”: No large residential support shall be located within 800 feet of another residential support.
6. “Residential Support (Small)”: No small residential support shall be located within 800 feet of another residential support.
7. Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.
8. “Theater, Live Performance”: Prohibited within 1,000 feet of a single- or two-family zoning district.
9. “Utilities, building or structure”, or “Utilities, transmission wire, line, pipe, or pole”: Subject to conformance to the provisions in subsection 21A.02.050.B of this title for utility regulations.

SECTION 5. Amending the Text of Transit Station Area Development Guidelines. That the Transit Station Area Development Guidelines, adopted by the city council on August 10, 2010 as part of Ordinance 59 of 2010, shall be, and hereby is, amended to read as shown in Exhibit "A" hereto.

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 _____, 2017.

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER

(SEAL)

Bill No. _____ of 2017.

Published: _____.

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EXHIBIT “A”

Amendments to the TRANSIT STATION AREA DEVELOPMENT GUIDELINES

LEGISLATIVE VERSION

SALT LAKE CITY ORDINANCE
No. _____ of 2017
(Amending various sections of the *Salt Lake City Code*
pertaining to TSA (Transit Station Area) zoning districts)

An ordinance amending various sections of the *Salt Lake City Code* pertaining to TSA (Transit Station Area) zoning districts, pursuant to Petition No. PLNPCM2016-00522.

WHEREAS, the Salt Lake City Planning Commission held a public hearing on November 9, 2016 to consider a request made by the Salt Lake City Council (“Applicant”) (Petition No. PLNPCM2016-00522) to amend Sections 21A.26.078 (Zoning: Commercial Districts: Transit Station Area District), and 21A.10.020.B (Zoning: General Application and Public Hearing Procedures: Public Hearing Notice Requirements: Special Noticing Requirements for Administrative Approvals), adopting a new Section 21A.33.035 (Zoning: Land Use Tables: Table of Permitted and Conditional Uses for Transit Station Area Districts), and amending the Transit Station Area Development Guidelines; and

WHEREAS, at its November 9, 2016 hearing, the planning commission voted in favor of forwarding a positive recommendation on said petition to the Salt Lake City Council; and

WHEREAS, the city council finds after holding a public hearing on this matter, that adopting this ordinance is in the city’s best interests.

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

SECTION 1. Amending the Text of *Salt Lake City Code* Section 21A.26.078. That Section 21A.26.078 (Zoning: Commercial Districts: Transit Station Area District) of the Salt Lake City Code shall be, and hereby is, amended to read as follows:

21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

- A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.
1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.
 2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods.
- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.
1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use.

2. Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.
 3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. Buildings are often large scale in nature and may have large footprints. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. Connectivity for all modes of travel is important due to the limited street network.
 4. Special Purpose Station (TSA-SP): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix of transit options. Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use.
- C. Review Process: The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the “Transit Station Area Development Guidelines” hereby adopted by reference.
1. The following types of development are required to go through this review process:
 - a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or
 - b. Additions that increase the height of an existing building or change the existing roofline;
 - c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.

- d. Single family detached dwellings and two family dwellings are not required to obtain a development score.

2. Application Process Steps:

- a. Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.
- b. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.
- c. Public Noticing: A notice of application for a development review shall be provided in accordance with Chapter 21A.10 of this title.
- d. Application Review: Table 21A.26.078.C.2.d of this section summarizes the application review process. All applications shall be processed as follows:
 - (1) Tier 1 Planning Commission Review: If a project is assigned a score less than 125 points, the project can only be approved by the planning commission through the Conditional Building and Site Design Review process in Chapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative review process.
 - (2) Tier 2 Administrative Review: The planning director has the authority to approve a project scoring 125 points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate development guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078.C.2.d APPLICATION REVIEW

Development Score	Review Process
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0 - 124 points	Planning Commission Conditional Building and Site Design Review process
125 or more points	Administrative review

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city’s vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A “station area plan” is a development, land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the development guidelines and development incentives in the “Transit Station Area Development Guidelines” book, hereby adopted by reference. The “Transit Station Area Development Guidelines” shall be amended following the adopted procedures for zoning text amendments in Chapter 21A.50, “Amendments”, of this title.

1. Formulating the Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. All other applicable zoning regulations shall be complied with by all projects and are not calculated in the development score.
2. Project Review: A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.
3. Appeals: The development score may be appealed. All appeals of the development score are heard by the Appeals Hearing Officer. In hearing the appeal, the Appeals Hearing Officer shall hold a public hearing in accordance with Section 21A.10.030 of this title. In deciding the appeal, the Appeals Hearing Officer shall base its decision on its interpretation of the development guidelines and the development score.

E. Development Standards:

1. Application: The dimensional requirements of this section apply to all new buildings and developments as well as additions to existing buildings. Additions that bring the property closer to compliance are allowed. The following development standards apply to the core and transition areas of all station types.

2. **Building Height:** The minimum and maximum building heights are found in Table 21A.26.078.E.2, “Building Height Regulations”, of this section. The following exceptions apply:
- The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least fifty percent (50%) of the width of the street facing building wall.
 - Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title.

**TABLE 21A.26.078.E.2
BUILDING HEIGHT REGULATIONS**

		Minimum Height¹	Maximum Height
Urban center:			
	Core	40’	90’ ²
	Transition	25’	60’
Urban neighborhood:			
	Core	25’	75’
	Transition	0’	50’
Mixed use employment center:			
	Core	25’	75’
	Transition	0’	60’
Special purpose:			
	Core	25’	75’
	Transition	0’	60’

Notes:

- Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
- Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The slope of the plane must have a minimum slope of a two feet rise over a

12 foot run. The additional height may include habitable space. The sloping planes must be clearly visible and create a sloped roof shape. The sloping planes shall not be hidden by a parapet wall.

3. Setbacks:

a. General Standards for Front/Corner Side Yards:

- (1) All portions of the yard not occupied by building, driveways, walkways or other similar features must be landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use. See Section 21A.26.078.F for specific front yard design requirements.
- (2) Parking is prohibited in the front and corner side yards.
- (3) Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.
- (4) Awnings or canopies may be located within any portion of the yard and are not subject to the front or corner side yard restrictions in Table 21A.36.020.B.
- (5) Balconies may project up to two feet (2') into the required yards and are not subject to the front or corner side yard restrictions in Table 21A.36.020.B.
- (6) All front and corner side yard standards in Table 21A.26.078.E.3.b may be modified through the Conditional Building and Site Design Review process of Chapter 21A.59, except that the front and corner side yard setback for 400 South shall not be reduced below the minimum.

b. TABLE 21A.26.078.E.3.b Setback Standards:

Property Frontage	Front/Corner Side Yard Setback	Interior Side Yard	Rear Yard
400 South	<p>Minimum: 10', and at least 50% of the street facing building façade must be built to the minimum. Maximum Setback: 20', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</p> <p>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10'. This applies to</p>	Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height.	

	new buildings and to additions that increase the gross building square footage by more than 50%. This standard does not require removal of existing buildings or portions thereof.	
North Temple	<p>Minimum: 5', and at least 50% of the street facing building façade must be built to the minimum. Maximum: 15', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</p> <p>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10'. This applies to new buildings and to additions that increase the gross building square footage by more than 50%. This standard does not require removal of existing buildings or portions thereof.</p>	
300 South, 500 South, 600 East	Minimum: Equal to the average setback of other principal buildings on the same block face.	
Streets with right-of-way width of 50 feet or less with R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street	<p>Minimum: 25% of lot depth, up to 25'.</p> <p>For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height.</p>	
All other streets	<p>Minimum: None</p> <p>At least 50% of the street facing building façade shall be within 5</p>	

	feet of the front or corner side property line.	
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- c. **Special Setback Provisions for Properties Adjacent to Jordan River:** For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water level as defined in Section 21A.34.130 of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.

4. **Minimum Lot Area and Lot Width Requirements:**

TABLE 21A.26.078.E4 MINIMUM LOT AREA AND LOT WIDTH STANDARDS

Standard	Required Dimension
Minimum Lot Area	2,500 square feet
Minimum Lot Width	40 feet

- a. The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.
- b. Any legally existing lot may be developed without having to comply with the minimum lot size or width requirements.
- c. Lots subdivided for single-family detached, single-family attached, and two-family residential dwellings are exempt from minimum lot width requirements.
5. **Open Space:** Open space shall be provided at a rate of one (1) square foot for every ten (10) square feet of land area included in the development, up to five thousand (5,000) square feet for Core areas, and up to two thousand five hundred (2,500) square feet for Transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).
6. **Circulation and Connectivity:** Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.
- a. All parking lots shall comply with the standards in Section 21A.44.020, "General Off Street Parking Regulations", of this title.

- b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.
 - c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:
 - (1) The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.
 - (2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.
7. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

F. Design Standards:

- 1. Development shall comply with the design standards in Chapter 21A.37 when applicable as specified in that chapter.
- 2. All developments required to obtain a review score by subsection 21A.26.078.C shall comply with the following additional design standards. These specific standards may be modified through the Conditional Building and Site Design Review process in Chapter 21A.59 if the modifications meet the intent of the specific design standard requested to be modified:
 - a. EIFS and Stucco Limitation: Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS and stucco is allowed for up to 10% of the upper level street facing façades.
 - b. Front and Corner Side Yard Design Requirements:
 - (1) In yards greater than ten feet (10') in depth, one shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.
 - (2) At least 50% of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to 30% if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least 50% of the provided front or corner side yard.
 - (3) At least 30% of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.

- (4) Driveways necessary for vehicle access to the site are allowed regardless of compliance with the minimum percentages required by this subsection.
- c. Entry Feature Requirements: All building entries shall include at least one of the following features:
- (1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building façade;
 - (2) A recessed entrance that is recessed at least five feet (5') from the street facing façade;
 - (3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or
 - (4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.
- d. Ground Floor Use Requirement for 400 South and North Temple Boulevard: When facing 400 South or North Temple Boulevard, the ground floor use area required by Chapter 21A.37 shall be built to accommodate an allowed commercial, institutional, or public use. Live/work uses qualify as a commercial use for this subsection.
- (1) Exception: Residential uses may be permitted within the required area in lieu of the required use, if the ground floor is designed so that it can be converted to an allowed commercial use in the future. To accommodate this conversion, the shell space of the ground floor shall be built to an occupancy standard required by the adopted building code that can accommodate conversion of the interior of the space to a future permitted commercial use.
 - (2) The following additional requirements shall apply to the ground floor space if used for residential uses:
 - (a) The shell space shall be at least twelve feet (12') in height;
 - (b) The street facing façade of each ground floor residential unit shall be at least 60% glass;
 - (c) Each ground floor unit shall have a direct entrance from the sidewalk to the unit;
 - (d) Each ground floor unit shall be ADA accessible; and
 - (e) Each ground floor unit shall include a porch, patio, stoop or other entrance feature that is a minimum depth of at least five feet (5').
- G. Multiple Buildings on a Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained.

H. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.

1. Surface Parking on Corner Properties: On corner properties, surface parking lots shall be located behind principal buildings or at least sixty feet (60') from the intersection of the front and corner side lot lines, and are subject to the additional requirements established for Core or Transition areas below.

2. Surface Parking in the Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a building, the parking lot shall be:

(1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.

(2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.

(3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in Section 21A.44.020, Table 21A.44.020 of this title.

b. One Driveway and Drive Aisle per Street Frontage: Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

3. Surface Parking in the Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a principal building, the parking lot shall be:

(1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space

between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.

- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.

4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in Chapter 21A.48 of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.
5. Other Applicable Standards: All other standards in Chapter 21A.44, "Off Street Parking, Mobility and Loading", of this title shall apply.
- I. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.
- J. Developments Over Five Acres:
 1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.
 2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres.
 - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a

street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:

- (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
 - (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension.
- b. **Connectivity to Public Streets, Sidewalks, and Bicycle Lanes:** In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a “complete street” defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.
- c. **Vehicle Access:** Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.
- (1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.
 - (2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.
 - (3) No access drive shall be greater than twenty four feet (24') wide.
 - (4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- d. **Internal Circulation:** Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent

circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.

- (1) Travel Lanes that Connect Parking Areas with a Public Street: All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in Section 21A.44.020 of this title.
 - (2) Design Speed: The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.
 - (3) Future Access to Adjacent Properties and Rights of Way: All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
 - (4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
 - (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
 - (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.
 - (7) Bicycle Paths: A coordinated system of bicycle paths should be provided.
 - (8) Approval; Modification of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- e. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in Section 21A.44.020, Table 21A.44.020 of this title.

- f. Open Space: In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.
 - (1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. “Usable open space” is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.
 - (2) Connectivity to Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.
- g. Landscaping: All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.

SECTION 2. Amending the Text of Salt Lake City Code Section 21A.10.020.B. That Section 21A.10.020.B (Zoning: General Application and Public Hearing Procedures: Public Hearing Notice Requirements: Special Noticing Requirements for Administrative Approvals) of the *Salt Lake City Code* shall be, and hereby is, amended to read as follows:

B. Special Noticing Requirements for Administrative Approvals:

- 1. Conditional Building and Site Design Review: The planning commission shall consider requests for conditional building and site design review at a public hearing if there is an expression of interest after providing notice as follows:
 - a. Notification: The city shall provide written notice by first class mail a minimum of twelve (12) calendar days in advance of the requested action to all owners of the land and tenants subject to the application, as shown on the Salt Lake City geographic information system records, adjacent to and contiguous with the land subject to the application. Recognized organizations are also entitled to receive notice pursuant to Title 2, Chapter 2.60 of this code by e-mail or other form chosen by the planning director.

At the end of the twelve (12) calendar day notice period, if there are requests for a

public hearing, the planning commission will schedule a public hearing and consider the issue; if there are no requests for a public hearing, the planning director may decide the issue administratively.

2. Determination of Noncontributing Status Within an H Historic Preservation Overlay District: Prior to the approval of an administrative decision for a certificate of appropriateness for demolition of a noncontributing structure, the city shall provide written notice by first class mail a minimum of twelve (12) calendar days of the determination of noncontributing status of the property to all owners of the land and tenants, within eighty five feet (85') of the land subject to the application as shown on the Salt Lake City geographic information system records. At the end of the twelve (12) day notice period, the planning director shall either issue a certificate of appropriateness for demolition or refer the application to the historic landmark commission.
3. Notice of Application for Special Exceptions: Prior to the approval of an administrative decision for special exceptions as authorized in Chapter 21A.52 of this title, the planning director shall provide written notice by first class mail a minimum of twelve (12) days in advance of the requested action to all abutting properties and those properties located across the street from the subject property, and to all property owners and tenants of the land subject to the application, as shown on the Salt Lake City geographic information system records.
 - a. Contents of the Mailing Notice of Application: The notice for mailing shall generally describe the subject matter of the application, the place where such application may be inspected by the public, the date when the planning director will authorize a final administrative decision, and include the procedures to appeal an administrative decision set forth in Chapter 21A.16 of this title.
4. Notice of Application for TSA Development Reviews: Prior to the approval of a development review score as authorized in Section 21A.26.078 of this title, the planning director shall provide written notice by first class mail a minimum of twelve (12) days in advance of the requested action to all abutting properties and those properties located across the street from the subject property, and to all property owners and tenants of the land subject to the application, as shown on the Salt Lake City geographic information system records.
 - a. Contents of the Mailing Notice of Application: The notice for mailing shall generally describe the subject matter of the application, the place where such application may be inspected by the public, the date when the planning director will authorize a final administrative decision, and include the procedures to appeal an administrative decision set forth in Chapter 21A.16 of this title.

SECTION 3. Amending Section 21A.33.010 of *Salt Lake City Code*. That Section 21A.33.010 (Zoning: Land Use Tables: General Provisions) of the *Salt Lake City Code* is amended to read as follows:

21A.33.010: GENERAL PROVISIONS:

- A. Permitted Uses: The uses specified as permitted uses in Sections 21A.33.020, 21A.33.030, 21A.33.035, 21A.33.040, 21A.33.050, 21A.33.060, 21A.33.070, and 21A.33.080 of this chapter, tables of permitted and conditional uses, are permitted provided that they comply with the general standards set forth in Part IV of this title and all other applicable requirements of this title.
- B. Conditional Uses: The uses specified as conditional uses in Sections 21A.33.020, 21A.33.030, 21A.33.035, 21A.33.040, 21A.33.050, 21A.33.060, 21A.33.070, and 21A.33.080 of this chapter, tables of permitted and conditional uses, shall be allowed provided they are approved pursuant to the standards and procedures for conditional uses set forth in Chapter 21A.54 of this title, and comply with all other applicable requirements of this title.
- C. Uses Not Permitted: Any use specifically listed without a “P” or a “C” designated in the table of permitted and conditional uses for a district shall not be allowed in that zoning district.

SECTION 4. Adopting Section 21A.33.035 of *Salt Lake City Code*. That Chapter 21A.33 (Zoning: Land Use Tables) of the *Salt Lake City Code* is amended to adopt Section 21A.33.035 (Zoning: Land Use Tables: Table of Permitted and Conditional Uses for Transit Station Area Districts), which shall read as follows:

21A.33.035: TABLE OF PERMITTED AND CONDITIONAL USES FOR TRANSIT STATION AREA DISTRICTS:

Legend:	C =	Conditional	P =	Permitted
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Use	Permitted and Conditional Uses by District			
	TSA UC	TSA UN	TSA MUEC	TSA SP

	C	T	C	T	C	T	C	T
Accessory use, except those that are specifically regulated elsewhere in this title	P	P	P	P	P	P	P	P
Adaptive reuse of a landmark site	P	P	P	P	P	P	P	P
Agricultural use	P	P	P	P	P	P	P	P
Alcohol:								
Brewpub (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Brewpub (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Dining club (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Dining club (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Distillery	P	C	P	C	P	P	P	C
Social club (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Social club (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Tavern (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Tavern (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Winery	P	C	P	C	P	P	P	P
Amphitheater							C	C
Amusement park							C	C
Animal:								
Cremation service	P	P	P	P	P	P	P	P
Kennel					P	P	P	P
Pet cemetery ¹		P ¹		P ¹		P ¹		P ¹

Stable, public							P	P
Veterinary office	P	P	P	P	P	P	P	P
Antenna, communication tower	P	P	P	P	P	P	P	P
Antenna, communication tower, exceeding the maximum building height in the zone	C	C	C	C	C	C	C	C
Art gallery	P	P	P	P	P	P	P	P
Artisan Food Production	P	P	P	P	P	P	P	P
Auction (indoor)					P	P	P	P
Auditorium							P	P
Bakery, commercial	P		P		P	P	P	P
Bed and breakfast	P	P	P	P	P	P	P	P
Bed and breakfast inn	P	P	P	P	P	P	P	P
Bed and breakfast manor	P	P	P	P	P	P	P	P
Blood donation center	P	P	P	P	P	P	P	P
Botanical garden	P	P	P	P	P	P	P	P
Brewery					P	P	P	P
Car wash						P		P
Car wash as accessory use to gas station or convenience store that sells gas						P		P
Clinic (medical, dental)	P	P	P	P	P	P	P	P
Commercial Food Preparation	P		P		P	P	P	P
Community correctional facility, small ²							C ²	
Community garden	P	P	P	P	P	P	P	P
Convent/monastery	P	P	P	P	P	P	P	P
Convention center							C	C
Crematorium	P		P		P	P	P	P

Daycare center, adult	P	P	P	P	P	P	P	P
Daycare center, child	P	P	P	P	P	P	P	P
Daycare, registered home daycare or preschool	P	P	P	P	P	P	P	P
Dwelling:								
Artists' loft/studio	P	P	P	P	P	P	P	P
Assisted living facility (large)	P	P	P	P	P	P	P	P
Assisted living facility (small)	P	P	P	P	P	P	P	P
Group home (large) ³	P ³	P ³	P ³	P ³	P ³	P ³	P ³	P ³
Group home (small) ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴
Living quarter for caretaker or security guard	P	P	P	P	P	P	P	P
Manufactured home	P	P	P	P	P	P	P	P
Multi-family	P	P	P	P	P	P	P	P
Residential support (large) ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵
Residential support (small) ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶
Rooming (boarding) house	P	P	P	P	P	P	P	P
Single-family attached	P	P	P	P	P	P	P	P
Single-family detached		P		P		P		P
Single room occupancy	P	P	P	P	P	P	P	P
Twin home	P	P	P	P	P	P	P	P
Two-family	P	P	P	P	P	P	P	P
Eleemosynary facility	P	P	P	P	P	P	P	P
Exhibition hall							C	C
Farmers' market	P	P	P	P	P	P	P	P
Financial institution	P	P	P	P	P	P	P	P
Financial institution with drive-through facility						P		P

Flea market (indoor)	P	P	P	P	P	P	P	P
Flea market (outdoor)							P	P
Food processing					P	P	P	P
Funeral home	P	P	P	P	P	P	P	P
Gas station						P		P
Government facility	P	P	P	P	P	P	P	P
Government facility requiring special design features for security purposes	P	P	P	P	P	P	P	P
Grain elevator					P	P	P	P
Greenhouse	P	P	P	P	P	P	P	P
Hospital, including accessory lodging facility	P	P	P	P	P	P	P	P
Hotel/motel	P	P	P	P	P	P	P	P
House museum in landmark sites (see subsection 21A.24.010.T of this title)	P	P	P	P	P	P	P	P
Industrial assembly					P	P	P	P
Laboratory (medical, dental, optical)	P	P	P	P	P	P	P	P
Laboratory, testing					P	P	P	P
Laundry, commercial					P	P		
Library	P	P	P	P	P	P	P	P
Light manufacturing					P	P	P	P
Meeting hall of membership organization	P	P	P	P	P	P	P	P
Mixed use development	P	P	P	P	P	P	P	P
Mobile food business (operation in public right of way)	P	P	P	P	P	P	P	P
Mobile food business (operating on private property)	P	P	P	P	P	P	P	P

Municipal service uses, including city utility uses and police and fire stations	P	P	P	P	P	P	P	P
Mobile food court	P		P		P	P	P	P
Museum	P	P	P	P	P	P	P	P
Nursing care facility	P	P	P	P	P	P	P	P
Office	P	P	P	P	P	P	P	P
Office, publishing company	P	P	P	P	P	P	P	P
Office, single practitioner medical, dental, and health	P	P	P	P	P	P	P	P
Offices and reception centers in landmark sites (see subsection 21A.24.010.T of this title)	P	P	P	P	P	P	P	P
Open space	P	P	P	P	P	P	P	P
Park	P	P	P	P	P	P	P	P
Parking:								
Commercial (if located in a parking structure)	P	P	P		P	P	P	P
Commercial (surface lot) ⁷						P ⁷		P ⁷
Off site ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷
Park and ride lot ⁷						P ⁷		P ⁷
Park and ride lot shared with existing use						P		P
Performing arts production facility	P	P	P	P	P	P	P	P
Philanthropic use	P	P	P	P	P	P	P	P
Photo finishing lab	P	P	P	P	P	P	P	P
Place of worship	P	P	P	P	P	P	P	P
Printing plant		P			P	P	P	P
Railroad passenger station	P	P	P	P	P	P	P	P

Radio, television station	P		P		P	P	P	P
Reception center	P	P	P	P	P	P	P	P
Recreation (indoor)	P	P	P	P	P	P	P	P
Recreation (outdoor)	P	P	P	P	P	P	P	P
Recycling collection station	P	P	P	P	P	P	P	P
Research and development facility	P	P	P	P	P	P	P	P
Research facility (medical)	P	P	P	P	P	P	P	P
Restaurant	P	P	P	P	P	P	P	P
Retail goods establishment	P	P	P	P	P	P	P	P
Plant and garden shop with outdoor retail sales area	P	P	P	P	P	P	P	P
With drive-through facility								
Retail service establishment	P	P	P	P	P	P	P	P
Furniture repair shop	P	P	P	P	P	P	P	P
Sales and display (outdoor)	P	P	P	P	P	P	P	P
School:								
College or university	P	P	P	P	P	P	P	P
Music conservatory	P	P	P	P	P	P	P	P
Professional and vocational	P	P	P	P	P	P	P	P
Seminary and religious institute	P	P	P	P	P	P	P	P
Seasonal farm stand	P	P	P	P	P	P	P	P
Small brewery	P	C	P	C	P	P	P	P
Social service mission and charity dining hall	C	C	C	C	P	P	P	P
Solar array					P	P	P	P
Stadium	C		C		C	C	C	C
Storage, self		P		P		P		P

Store:								
Convenience	P	P	P	P	P	P	P	P
Department	P	P	P	P	P	P	P	P
Mass merchandising	P	P	P	P	P	P	P	P
Specialty	P	P	P	P	P	P	P	P
Superstore and hypermarket						P		P
Warehouse club						P		P
Studio, art	P	P	P	P	P	P	P	P
Studio, motion picture					P	P	P	P
Theater, live performance ⁸	P ⁸	C ⁸	P ⁸	C ⁸	P ⁸	P ⁸	P ⁸	P ⁸
Theater, movie	P		P		P	P	P	P
Urban farm	P	P	P	P	P	P	P	P
Utility, building or structure ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹
Utility, transmission wire, line, pipe, or pole ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹
Vehicle:								
Automobile repair (minor)						P		P
Vending cart, private property	P	P	P	P	P	P	P	P
Warehouse						P		P
Wholesale distribution						P		
Wireless telecommunications facility (see Section 21A.40.090)	P	P	P	P	P	P	P	P
Wireless telecommunications facility, exceeding the maximum building height of the zone (see Section 21A.40.090)	C	C	C	C	C	C	C	C
Woodworking mill				P		P		P
Zoological park							C	C

Qualifying Provisions for Specific Land Uses:

1. "Pet Cemetery": Subject to Salt Lake Valley Health Department approval.
2. "Community Correctional Facility, Small": A community correctional facility is considered an institutional use and any such facility located within an airport noise overlay zone is subject to the land use and sound attenuation standards for institutional uses of the applicable airport overlay zone within Chapter 21A.34 of this title.
3. "Group Home, Large": No large group home shall be located within 800 feet of another group home.
4. "Group Home, Small." No small group home shall be located within 800 feet of another group home.
5. "Residential Support (Large)": No large residential support shall be located within 800 feet of another residential support.
6. "Residential Support (Small)": No small residential support shall be located within 800 feet of another residential support.
7. Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.
8. "Theater, Live Performance": Prohibited within 1,000 feet of a single- or two-family zoning district.
9. "Utilities, building or structure", or "Utilities, transmission wire, line, pipe, or pole": Subject to conformance to the provisions in subsection 21A.02.050.B of this title for utility regulations.

SECTION 5. Amending the Text of Transit Station Area Development Guidelines. That the Transit Station Area Development Guidelines, adopted by the city council on August 10, 2010 as part of Ordinance 59 of 2010, shall be, and hereby is, amended to read as shown in Exhibit "A" hereto.

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 _____, 2017.

CHAIRPERSON

ATTEST:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER

(SEAL)

Bill No. _____ of 2017.

Published: _____.

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APPROVED AS TO FORM

Salt Lake City Attorney's Office

Date: February 7, 2017

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EXHIBIT “A”

Amendments to the TRANSIT STATION AREA DEVELOPMENT GUIDELINES



Transit Station Area Development Guidelines



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Transit Station Area Development Guidelines

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Transit Station Area Development Guidelines

Development Around Transit Stations

Transit-oriented development (TOD) is more than simply a project next to a transit station and cannot be defined by a prescribed set of densities and mix of uses. True TOD is incorporated into the district or neighborhood surrounding the station. It is comprised of multiple new projects and existing developments. It includes a rich mix of choices and uses in a pattern of compact development and in a network of walkable streets, with access to transit neighborhood amenities with supporting design, and transportation choice.

Transit-oriented development ought to create unique places that are carefully integrated into the neighborhood and matched with the function of the station and the needs and desires of those who live and work nearby. The unique qualities of place within the context of the region and the corridor should drive the mix of use, residential density, building design and character of the district. All of these elements help create a sense of place, which may be as important to TOD as the transit service.

Transit stations provide an opportunity to create activity nodes within the City. The purpose of the Station Area Development Guidelines is to complement the TSA Zoning District regulations and implement the development principles identified in the Station Area Plans.

Transit Station Area Development Guidelines

Using These Guidelines

What are Development Guidelines?

Development Guidelines are a list of recommendations that should be used to guide new development within a transit station area. The guidelines are an integral part of the review process set forth in section 21A.26.078 TSA Transit Station Area Zoning District regulations. The intent of the Transit Station Area Development Guidelines is to reward high quality, desired development through the use of incentives (such as increased building height) and by allowing for a quicker review process.

How to use the Development Guidelines

These development guidelines are to be used by the City in the review process for each project located in the TSA zoning district. While the guidelines are voluntary, compliance with them entitles applicants to faster review and can guide new development and redevelopment towards implementing the vision in the station area plans. Designers and developers are encouraged to incorporate as many of the development guidelines as they reasonably can, which in turn will lessen the review process timeframe.

Each Guideline includes a value. The assigned value is based on several factors, including the importance of the guideline in terms of implementing the vision of a Station Area Plan or other applicable land use related policies of the City and the cost of addressing the guideline.

Development Guidelines should be addressed in all new projects. The Development Score is established by adding up the values of each guideline that has been incorporated into a project. Applicants have the ability to determine City review time of their proposal by achieving a high development score. This type of point and reward system allows desired development to be processed quicker.

The Development Guidelines are adopted by reference in the Transit Station Area Zoning District. The review process is outlined in the Zoning Ordinance. Any amendment to these guidelines should be reviewed as an amendment to the zoning ordinance. Any term in this document shall be defined as stated in Title 21A Zoning.

Submitting Required Information

An applicant is required to submit enough documentation with their Development Score application to verify that the proposal complies with the Development Guidelines they intend to use. This may include detailed site plans and building elevation drawings, lease agreements, precertification documents, legal agreements and approval from outside agencies, or any other documentation deemed necessary to determine if the project complies with the intent and specific requirements of each Development Guideline.

Transit Station Area Development Guidelines

Thresholds and Procedures

The Development Score Thresholds

The approval process for all new development in the TSA District is based on the development score. Two tiers have been established, indicating which approval process is required.

Those projects that are in Tier 1 require Planning Commission approval through the Conditional Building and Site Design Review Process and standards. The purpose of the Conditional Building and Site Design Review Process is to provide flexible implementation of the specific design requirements found in individual zoning districts. It is intended to help ensure that newly developed properties and redeveloped properties are designed to encourage pedestrian access, circulation and orientation while acknowledging the need for transit and automobile access. This process also requires public input prior to scheduling a public hearing with the Planning Commission.

Projects that achieve a development score in Tier 2 are rewarded by allowing administrative approval without a public hearing. Tier 2 was established so that those projects that are highly compliant with the vision of a station area plan have a streamlined approval process.

The decision made in each Tier is subject to appeal as outlined in the Zoning Ordinance.

Review Process

Tier	Approval Process	Estimated Time Frame*
Tier 1 Projects with a development score less than 125 points	Planning Commission	3-6 months
Tier 2 Projects with a development score more than 125 points	Administrative Review	No additional time required after Development Score

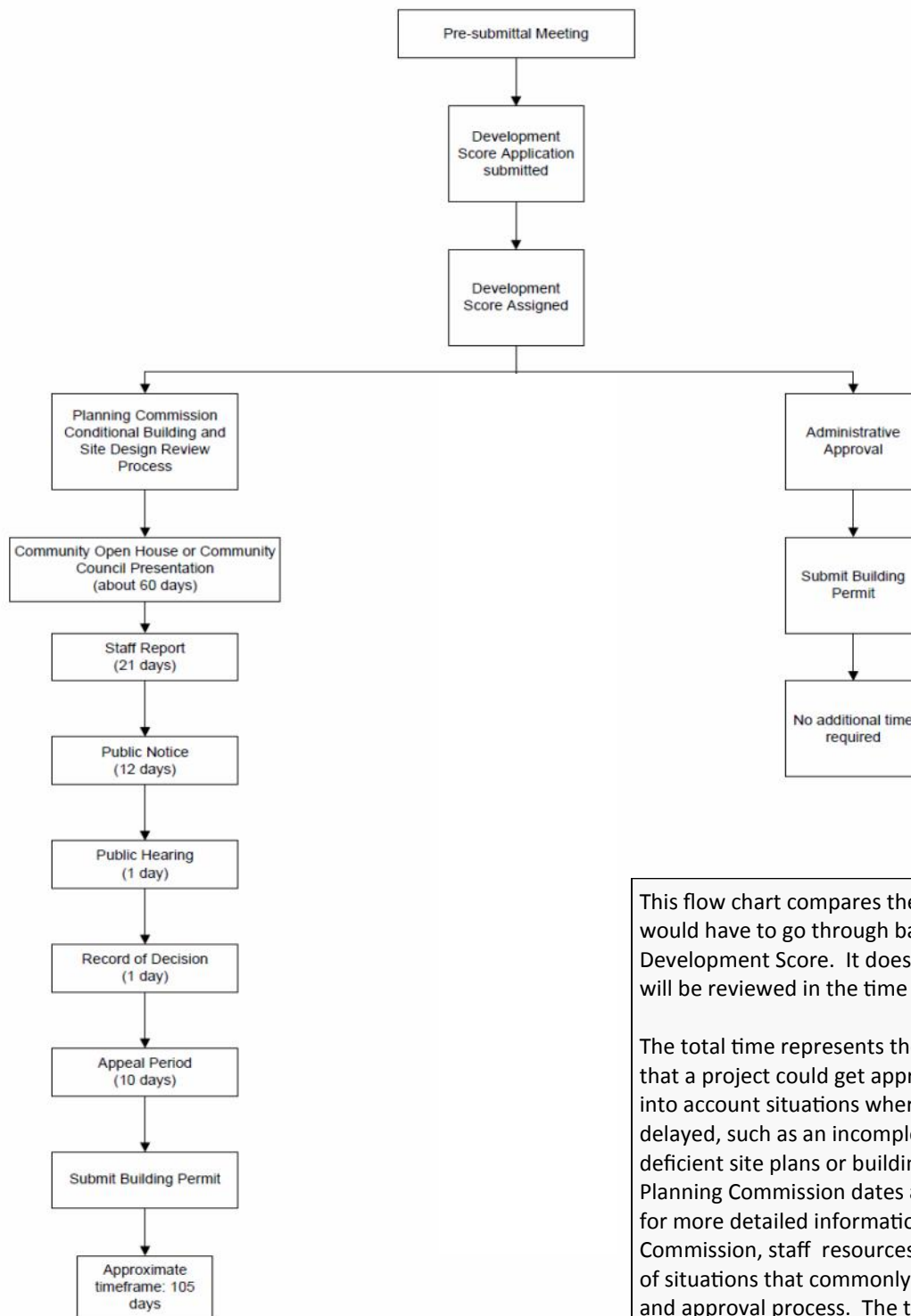
* The timeframes are estimates. Variables such as an incomplete application, lack of information, time until next available community council meeting or public hearing, and appeals may affect the estimated time frame for approval.

Certificates of Occupancy

In order to receive a certificate of occupancy, all projects are required to have an inspection verifying that the final building is substantially compliant with the assigned Development Score and/or any conditions of approval placed upon a project by the Planning Commission. This inspection shall take place at a point in the construction process where substantial completion of each Development Guideline incorporated into the project can be verified.

Transit Station Area Development Guidelines

Flowchart of the Review Process



This flow chart compares the process that a project would have to go through based on the Development Score. It does not guarantee a project will be reviewed in the time frame indicated.

The total time represents the fastest possible time that a project could get approved. It does not take into account situations where a project may be delayed, such as an incomplete application, deficient site plans or building elevations, the Planning Commission dates and schedule, a request for more detailed information from the Planning Commission, staff resources and other similar types of situations that commonly arise during the review and approval process. The typical approval process is 3-6 months.

Transit Station Area Development Guidelines

High Value Guidelines

The Station Area Plans include some policies and strategies that require bold steps to implement. These projects may implement specific elements of a station area plan or implement a City-wide goal, such as increasing the housing supply.

The Development Guidelines place a high value on certain guidelines and concepts that help the City achieve its long-range planning goals. By placing a value on these items, it creates an incentive for new development and redevelopment to accomplish the City's goals and the goals identified in specific Station Area Plans. The following guidelines, if included in a project, carry a high value:

- A project that can be pre-certified as LEED Platinum or comparable;
- A project that is capable of producing 100% of its energy needs on site or is utilizing other off-site green energy sources for 100% of its on site needs.
- A project that provides a midblock walkway through the interior of a block;
- An exterior alteration to a property located in a local historic district or designated as a local landmark that is reviewed and approved by the Historic Landmark Commission; or
- A project that dedicates at least 33% of its housing units for affordable housing.

Land Use Guidelines

Development within transit station areas requires a rich mix of uses that offer options for people to live, work, shop and play. The intent of the Land Use Development Guidelines is to create a reward system for new development and redevelopment projects that:

- Promote compact development by providing a certain residential density, maximize the ratio between floor area and lot area, and exceed the minimum requirements of the Zoning Ordinance.
- Include a vertical mix of land use;
- Provide some affordable housing in mixed income housing development;
- Provide ADA accessible dwelling units;
- Provide community serving land uses, day cares, schools, education facilities, community gardens, medical clinics and health and fitness centers; and
- Result in the redevelopment of surface parking lots to other land uses or structured parking.

1 DENSITY AND INTENSITY OF USE

Intensity of land uses should be maximized to implement the planning policies of a station area and to create a critical mass to support a rich mix of land uses and transportation options as well as increase the number of people walking, bicycling, and using public spaces.

A. Core Area Guidelines (points may only be obtained in one section)

1. A project that meets at least one of the following requirements shall have **20 points** added to its score:

- More than 50 dwelling units per acre.
- Buildings that are at least 80% of the allowable building height.
- Buildings with a floor area ratio of 3 or more.



This four story multi-family residential project has a density of 100 dwelling units per acre and includes ground floor live-work space. The floor area ratio greater than 3.

2. A project that meets at least one of the following requirements shall have **15 points** added to its score:

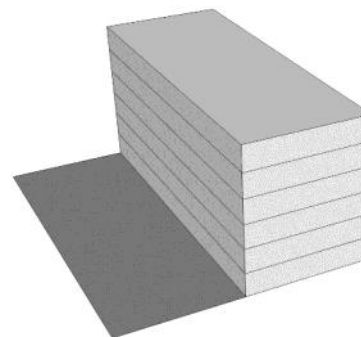
- More than 30 dwelling units per acre.
- Buildings that are at least 70% of the allowable building height.
- Buildings with a floor area ratio of 2 or more.



This four story mixed-use project has a density of 47 dwelling units per acre and contains retail space on the ground level. The project, which includes surface parking, has a floor area ratio of 1.5.

3. A project that meets at least one of the following requirements shall have **10 points** added to its score:

- More than 20 dwelling units per acre.
- Buildings that are at least 60% of the allowable building height.
- Buildings with a floor area ratio of 1 or more.



This model demonstrates a floor area ratio of three. The six story building covers 1/2 of the lot area. A building that covered 100% of a lot would have to be three stories to have a floor area ratio of three.

1

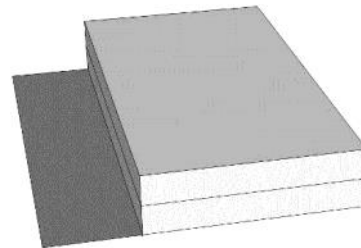
DENSITY AND INTENSITY OF USE *(continued)*

B. Transition Area Guidelines (points may only be obtained in one section)

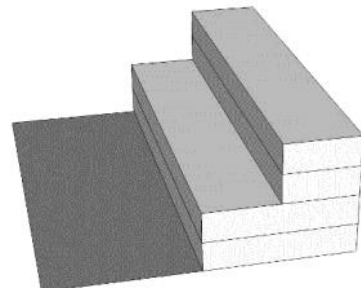
1. A project that meets at least one of the following requirements shall have **12 points** added to its score:
 - a. More than 25 dwelling units per acre.
 - b. Buildings that are up to 80% of the allowable building height.
 - c. Buildings with a floor area ratio of 2 or more.
2. A project that meets at least one of the following requirements shall have **8 points** added to its score:
 - a. More than 20 dwelling units per acre.
 - b. Buildings that are up to 70% of the allowable building height.
 - c. Buildings with a floor area ratio of 1.5 or more.
3. A project that meets at least one of the following requirements shall have **5 points** added to its score:
 - a. More than 15 dwelling units per acre.
 - b. Buildings that are up to 60% of the allowable building height.
 - c. Buildings with a floor area ratio of 1 or more.



This single family attached residential project has a density of 18 dwelling units per acre. The floor to lot area ratio is 1.5.



In this model, a 2 story building occupies 3/4 of a lot. The floor to lot area ratio is 1.5.



This model demonstrates another example of a building with a floor to lot area ratio of 1.5. This four story building has 2 levels that occupy 1/2 of the lot area and two upper stories that occupy 1/4 of the lot area.

2 INTEGRATED MIX OF USES

Developments that include a vertical mix of uses are encouraged. A vertical mix of uses would include residential built above retail or office space, live-work units, office above retail or other similar arrangement where the use on the upper floors differs from the ground floor.

A. If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:

1. 100% - **20 points.**
2. 75 to 90% - **15 points.**
3. 50 to 74% - **10 points.**
4. A project that includes at least two uses that are different than existing uses on adjacent properties: 6 points.

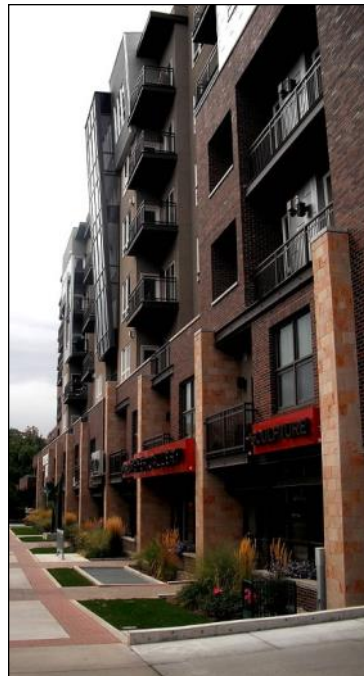
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



A vertical mix of uses helps create a vibrant, active and appealing transit oriented district.



This building contains live work space on the ground floor and second floor. Live work space is highly desirable because it allows people to live and work in the station area.



Ground floor uses should be active, oriented to the street and improve the overall quality of the streetscape.

3 MIXED INCOME HOUSING

Projects that include housing for a mix of income levels are encouraged. For the purpose of this incentive, mixed income housing is a project that includes market rate housing as well as affordable housing, which is no more than 60% of the area median household income. In order to obtain the points in this incentive, an applicant must include legally binding documentation that the affordable housing portion of the project will remain at that level for a period of at least 15 years.

A. A project that includes affordable housing available to those with 60% or less of the area median household income, for sale or lease, shall have the following number of points added to the development score:

1. 33% or more of the dwelling units: **40 points.**
2. 20% or more of the total dwelling units: **30 points.**
3. 10% or more of the dwelling units: **20 points.**

B. An affordable housing project that is located in an area identified in the “Opportunity Index” map (as used in the latest available Utah Housing Corporation Allocation Plan) or its successor as determined by the Planning Director, with a rating of at least 3 or greater shall receive the following points:

1. Areas rated 5 or greater: **20 points.**
2. Area rated 3 or greater: **10 points**

This guideline applies to the Core and Transition Area. Points may be awarded in both categories.



This affordable residential building provides dwelling units of various sizes to accommodate different household sizes.



This building consists of dwelling units that are available to individuals that have incomes that are 60% of the median household income in the area.

4 ACCESSIBLE DWELLING UNITS

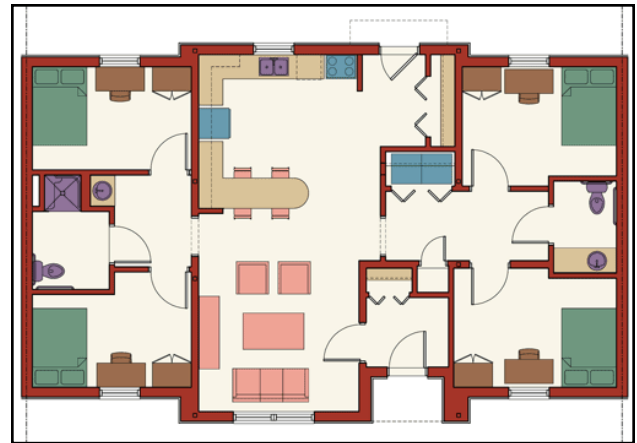
Projects that meet the minimum ADA requirements for accessible dwelling units are encouraged. Features of accessible dwelling units are intended to improve the physical and emotional health of individuals, enhance community diversity and reduce housing costs.

Applicants that seek to include this guideline towards the development score must submit documentation indicating compliance with federal ADA standards.

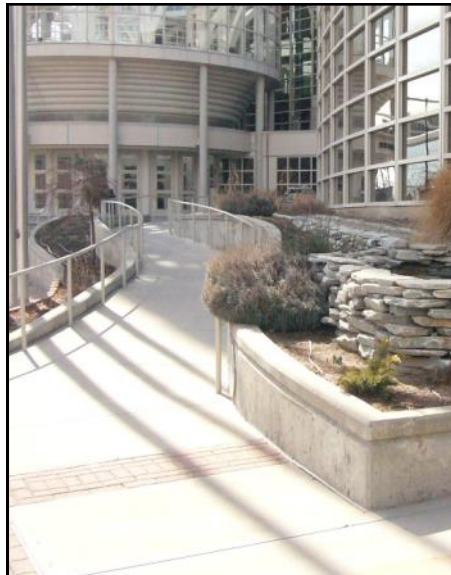
A. A project which includes dwelling units designed as ADA accessible shall have the following number of points added to the development score:

- At least 33% of the units: **8 points.**
- At least 15% of the units: **5 points.**
- At least 10% of the units: **3 points.**

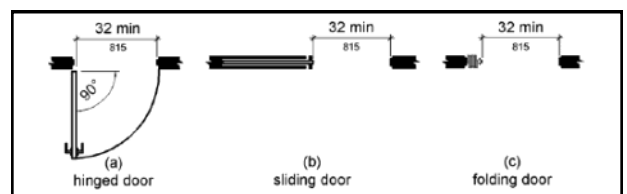
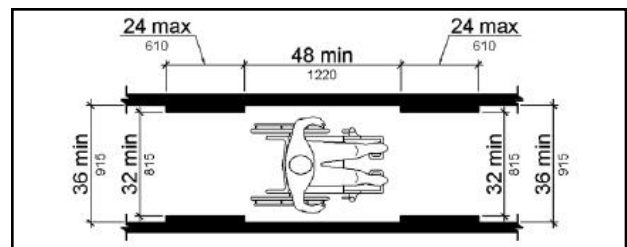
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Level and ramped entrances provides accessible access. This ramp provides safe, convenient access to the building directly from the sidewalk.



Accessible dwelling units typically include all amenities and features on a single level. Doors and hallways are required to meet minimum widths and counter and plumbing fixtures are set at lower heights.



5 COMMUNITY SERVING USES

Projects that provide space for community serving uses are encouraged. The following uses are considered community-serving uses: day cares, schools, education facilities, community gardens, medical clinics and health and fitness centers. Applicants seeking to include this guideline in the projects design score must provide legal documentation, such as lease agreements, to qualify. Those community serving uses that can be shown on a site plan, such as a playground, community garden, etc. shall be indicated on the submitted drawings. All community serving uses need to be accessible to the public to qualify for points.

A. Projects that include community serving uses, shall have the following points added to their score:

1. A minimum of 1500 square feet: **15 points.**
2. A minimum of 1000 square feet: **10 points.**
3. A minimum of 500 square feet: **5 points.**

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Conveniently located day care facilities allow people to drop children off at facility that is close to transit, home or work.



Community gardens can be incorporated into the open space of a project or serve as a temporary use to an undeveloped site.

6

REDEVELOPMENT OF SURFACE PARKING LOTS

Converting surface parking lots to new, active uses encourages compact development and promotes walkable streets.

A. A project that includes the redevelopment of an existing surface parking lot to an active use or structured parking shall have the following number of points added to the development score:

1. 50% or more of the existing surface parking lot is covered by new buildings: **15 points.**
2. 35% or more of the existing surface parking lot is covered by new buildings: **10 points.**
3. 25% or more of the existing surface parking lot is covered by new buildings: **5 points.**

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The parking lot above was recently redeveloped into a mixed use building with residential on the upper floors and commercial space on the ground floor.



New surface parking lots are not permitted in a station area.

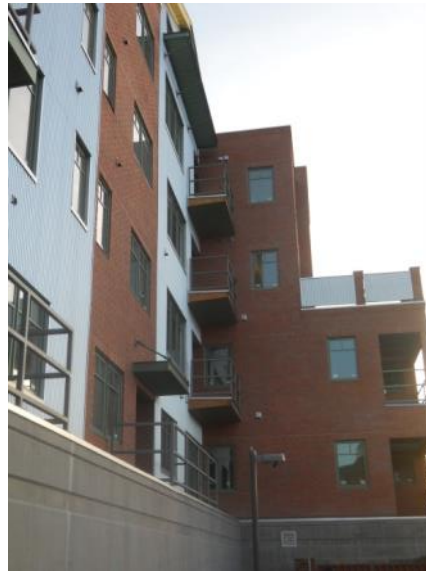
7 REDEVELOPMENT OF NONCONFORMING USES AND NONCOMPLYING BUILDINGS

Redevelopment or new development that replaces a nonconforming use with a permitted use in the TSA Zoning District or replaces a building that does not comply with the standards in the TSA zoning district is encouraged. The intent of this incentive is to encourage the removal of nonconforming uses near transit stations and replace them with uses that are more compatible with pedestrian and transit oriented developments and encourage the removal and replacement of buildings that do not meet the standards of the TSA zoning district.

A. A project that includes redevelopment of a site containing a nonconforming use or non-complying building shall have the following points added to its development score:

1. A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards: **10 points.**
2. A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district: **5 points.**

This guideline applies to the Core and Transition Area. These points do not apply to a project that negatively impacts a property within the H Historic Preservation Overlay District as determined by the Historic Landmark Commission.



This housing development was built on the site of a former surface parking lot. Surface parking lots as a primary use are considered nonconforming in the TSA zoning district.

8

REMOVAL OF BILLBOARDS

Although billboards are prohibited within the TSA zoning district, a number of billboards are present within the transit station areas. As part of redevelopment of properties, the removal of existing billboards is encouraged. Billboards often negatively impact the development potential of a property, primarily because a lease may include statements that prohibit blocking the view of the billboard which decreases the potential for redevelopment of the property.

A. A project that includes redevelopment of a site containing a billboard shall have the following points added to its development score:

1. An existing billboard is legally removed by the developer as part of a redevelopment project: **10 points.**

This guideline applies to the Core and Transition Area



Billboards may lower the development potential of property.



Billboards can reduce the aesthetic quality of a well designed landscape.

Building and Site Design Guidelines

Building and site design are integral aspects of creating transit oriented districts and are essential parts of creating unique places. Developments are encouraged to create buildings that contribute to the look and feel of the district, and contribute to the overall safety and security of the neighborhood through:

- Implementing sustainable building, site, and open space concepts into the design of a project;
- Incorporating historic buildings into the design of a site;
- Including architectural details and elements on all sides of a building;
- Preserving and enhancing historical resources;
- Using high quality building materials that are durable, easy to maintain and functional;
- Adding variety, interest and activity to rooftops;
- Increasing the visibility from buildings onto public spaces through the use of windows, doors, balconies, etc.
- Using lighting to complement the architecture and site design of a project while improving the overall safety of sidewalks, walkways, public spaces, and parking areas;
- Integrating signs into the design of the building and the site so that they are visible from the sidewalk.

Private open spaces, as identified in the TSA zoning district, are encouraged to take into consideration sustainable design principles as they are planned and built. Renewable energy sources, water wise landscaping, storm water retention systems that are incorporated into the open space design, landscaped roofs, designs to reduce the heat island index of buildings and hardscape or similar measure that implements an adopted sustainable policy of the City qualify for this guideline.

A. A project that incorporates adopted sustainable policies of the City shall have the following points added to the development score:

1. The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City: **10 points.**
2. The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline: **5 points.**

This Guideline applies to the Core and Transition Area.



This rooftop garden helps reduce energy costs, reduces storm water runoff and provides places for people to gather.



Public spaces at transit stations should include amenities to make people feel comfortable, such as benches and shade.

10 GREEN BUILDING

Developments that utilize the US Green Building Councils® LEED® green building program process are encouraged. To qualify for these points, the applicant must submit documentation indicating that the design of the project has been certified through by the US Green Building Council.

A. The following points will be awarded based on the level of LEED certification:

1. Platinum: **50 points.**
2. Gold: **40 points.**
3. Silver: **30 points.**

This guideline applies to the Core and Transition Area. This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



11 ENERGY EFFICIENCY

Buildings that are designed with passive energy conservation systems, renewable energy sources and a focus on energy efficiency are encouraged. While zero-net energy buildings are difficult to plan and build, efforts to do so should be rewarded. All new buildings should be designed to be energy efficient. To qualify for the points in this guideline, documentation certified by a licensed engineer must be submitted.

- A. Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score:
1. The project is certified as having 100% of its energy needs served by renewable power, either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: **50 points.**
 2. The project is certified as having 50% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: **25 points.**
 3. Solar array: 5 points for every 500 square feet of solar panels. **Maximum of 20 points.**
 4. Geothermal heating and cooling systems: **10 points.**
 5. The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features. **5 points.**

This Guideline applies to the Core and Transition Area. For guidelines 1 through 4, points may only be obtained from one item.



Renewable energy sources can supplement, and may be able to provide 100% of the energy used to power a building.



This building uses overhangs on the windows to provide shade in the summer months, but maximize solar access in the winter.

12 360 DEGREE ARCHITECTURE

Buildings that face a transit station platform should incorporate architectural features, such as windows, projections, belt courses, changes in building material, pattern and other elements on all four sides of the building.

To qualify, each identified element is required to meet the following criteria:

- Windows: must account for at least 30% of the wall area and be inset a minimum of 2 inches from the exterior finish material.
 - Projections: must extend a minimum of 6 inches from exterior finish material.
 - Belt courses: must extend a minimum of 2 inches from adjacent building material.
 - Change in building material: must include an offset that is a minimum of 2 inches between materials.
 - Balconies: must be a minimum of 6 feet in depth and include at least 30 square feet. Mechanical equipment may not be located on a balcony.
 - Other elements: other elements may be used, provided they create offsets, projections, or change in material that are a minimum of 6 inches.
- A. A project that incorporates architecture features on building facades that are not adjacent to a street shall have the following number of points to the development score:
1. Architectural detailing is wrapped around all four sides: **20 points.**
 2. Architectural detailing is wrapped around both side facades of a building, but not on the rear façade: **15 points.**

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Prominent cornices, belt courses, and a rhythm of voids (windows) to solids (walls) are included on the sides of these buildings that are not adjacent to a street but are still visible from public spaces.



Breaks in wall planes, balconies, change in material, projections and bays add visual interest to the back and side of this building.

13 HISTORIC PRESERVATION

Projects that preserve, rehabilitate, restore or reuse a structure, as defined by the Secretary of the Interior Standards, listed on the National Register of Historic Places or the Salt Lake City Register of Cultural Resources are encouraged.

The regulations and processes in Section 21A.34.020 of the Zoning Ordinance apply to any property in a locally designated historic district or listed on the Salt Lake City Register of Cultural Resources. A property listed on the National Register of Historic Places shall comply with the Secretary of Interiors Standards for preservation, rehabilitation or restoration in order to receive this incentive.

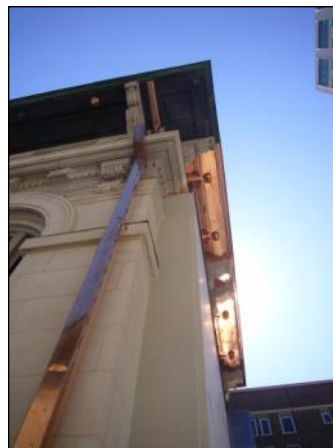
A. Projects that preserve, rehabilitate, restore, reuse a historic property or new construction that contributes to the character of a historic property or district shall have the following points added to the development score:

1. Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site: **40 points.**
2. National Register: State Historic Preservation Office review and approval of exterior alterations to buildings not locally designated, but on the national register and seeking federal tax credits: **40 points.**
3. Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director: **20 points.**
4. Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020: **5 points.**
5. Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34: **50 points**

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The life of historic buildings can be prolonged by regular maintenance and finding new uses to occupy the space.



Every effort should be made to preserve historic buildings. This picture shows the preservation of a historic structure where damaged or missing historic materials have been replaced with matching materials.

14 BUILDING MATERIALS

Exterior building materials should consist of durable, high quality materials that are easy to maintain. Durable, high quality materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be approved at the discretion of the Planning Director if they are durable and appropriate for the structure. Materials should be compatible with the architecture of the building.

Projects that incorporate high quality, durable and low maintenance building materials shall have the following points added to its development score:

1. At least 80% of the street facing façades above the ground floor are clad in durable, high quality materials, as listed above, excluding glazing, doors, and trim: **20 points.**
2. At least 70% of the street facing facades above the ground floor are clad in high quality, durable materials as listed above, excluding glazing, doors, and trim: **15 points.**

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



High quality and durable building materials are encouraged for the entire building façade.



Brick, stone and other durable materials are required on the first floor of buildings.



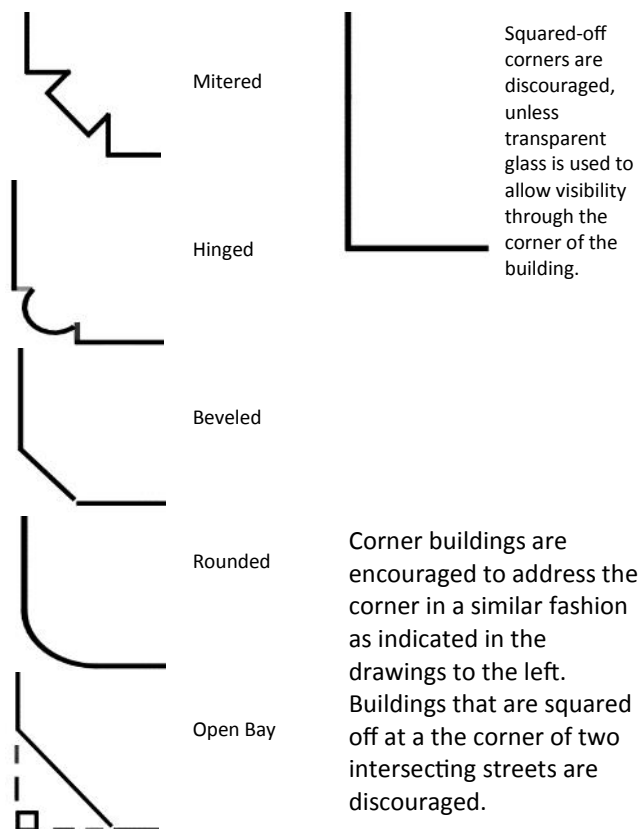
Synthetic stucco or exterior insulation and finishing systems (EIFS) are discouraged and do not qualify for this guideline.

15 CORNER BUILDINGS

Buildings on corner lots should be oriented to the corner and public streets. Corner entrances are encouraged. Corner buildings should have taller portions of the building and a high level of architectural design or detail.

- A. Buildings located on the corners of intersecting streets that address both streets shall have the following number of points added to the design score:
1. When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature: **10 points**.

This guideline applies to the Core and Transition Area.



This building includes an entrance on the corner.



This building uses a rounded corner to address the intersection.

16 ROOFTOP DESIGN AND USE

The design and shape of the roof of buildings help define the skyline and add variety and character to a station area. Active spaces on rooftops are preferred. Rooftop uses provide space for active use by building occupants and visitors and provide space for the location of renewable energy equipment, such as solar collection panels.

- A. A project that incorporates a rooftop use shall have the following points added to the design score:
1. A rooftop of a building is used as a common space for the building occupants: **6 points**.
 2. A roof includes at least one of the following design features: **5 points**
 - Two or more sloping planes that are visible from a public street.
 - An arched or barrel vaulted design.
 - A distinguishable cornice or parapet.
 - Overhangs that are a minimum of 12 inches in depth to create a shadow line.



Sloped roofs should be integrated into the architecture of the building. Sloped roofs should have a minimum pitch of 6/12.

Flat roof buildings should include parapets with variable height and/or changes in setback.

This Guideline applies to the Core and Transition Area.



When possible, rooftops are encouraged to include public or private outdoor space.

17 EYES ON THE STREET & PUBLIC SPACES

Increasing the ability for people to see the public streets and sidewalk areas creates an environment where people are comfortable and have a feeling of safety. Projects that include openings onto the street, plazas, mid-block walkways, and similar features are encouraged.

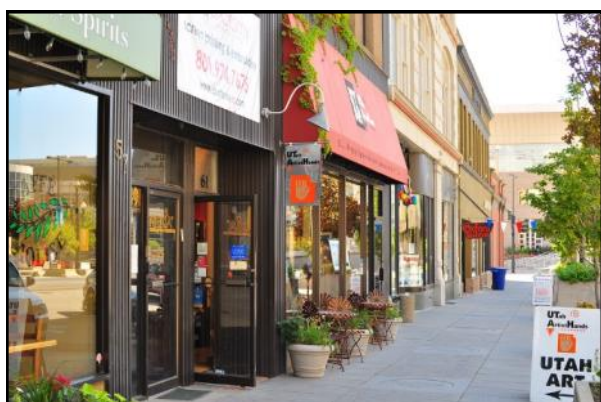
A. Buildings that are designed to have windows, doors, balconies or other similar features facing public streets and open spaces shall have the following points added to the development score:

1. Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 5 feet and include at least 30 square feet of space: **15 points.**

This guideline applies to the Core Area and Transition Area.



Balconies can increase the number of people looking onto a street.



Store fronts that open to the street increase the safety of the public spaces.



The safety of open spaces can be enhanced by windows and doors that face and open to the open space.

18 LIGHTING

Lighting located on the building and the site should be integrated into the architecture of the building and be compatible with the context of the site. Lighting should emphasize the ground floor store fronts and spill out onto the sidewalk. All lighting should be screened so that it does not negatively impact adjacent property and shines down instead of up.

A. A project that includes a lighting plan that accomplishes at least one of the following: **6 points.**

- Casts light from store fronts onto the sidewalk;
- Highlights unique architectural features of a building;
- Highlights artwork or unique landscape features

This guideline applies to the Core and Transition Area.



Store front lighting should cast some light out onto the sidewalk.

Parking lot lighting should be no taller than 25 feet tall and include full cutoff fixtures that prevent light from negatively impacting adjacent properties.



Lighting on building facades should be compatible with the architecture of the building.



Landscape lighting can be used to highlight unique landscape features and help improve the safety of public spaces.

19 SIGNS

Signs along public streets should be clear, informative, and durable. Signs that are visible to pedestrians from the sidewalk on the same side of the street are encouraged. All signs are required to comply with the standards of the zoning ordinance.

- A. Signs that meet the intent of this guideline shall have the following points added to the development score:
1. A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign): **2 points.**
 2. An awning or canopy sign that is integrated into the design of the building: **2 points.**
 3. A monument sign that is integrated into the site and compatible with the building architecture: **2 points.**

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Monument signs are acceptable, but they should be located in locations where they do not block the visibility at streets and driveways.



Signs that are perpendicular to the street facing façade are preferred. Such signs could include interesting mounting brackets, unique lighting and be integrated into the design of the building.



Awning signs should complement the architecture of the building and when placed over a building entrance, can provide temporary shelter for visitors as they enter the building.

Public Spaces Guidelines

Public spaces are important elements of a successful transit oriented neighborhood. Public spaces provide places for people to gather, to view public life, to relax and to play. In urban settings, public spaces provide nodes of activity and increase the number of people using the street and sidewalk. Successful public spaces are inviting and create a sense of safety. New development and redevelopment projects are encouraged to:

- Include open spaces that are accessible to building occupants and the public when feasible;
- Include pedestrian-oriented amenities to invite people into the space; and
- Incorporate public art into the design of the space.

20 PUBLIC SPACES AND PLAZAS

Active, safe and inviting open spaces are encouraged in all development. Open space that complements the building and site, or enhance the public realm are desired. Public spaces and plazas are required to include useable space that may include outdoor dining, terraces, courtyards, playgrounds, community gardens, and patios. This guideline applies to those projects that include more open space than what is required by the zoning ordinance.

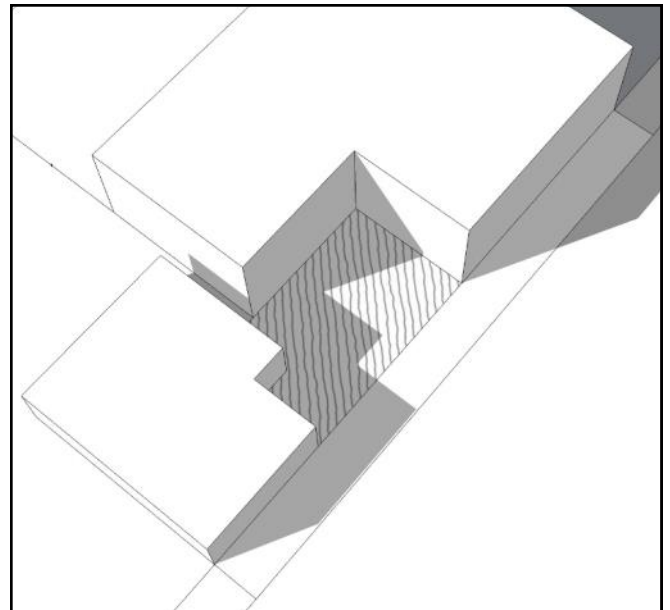
A. Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way, shall have the following number of points added:

1. A project includes a minimum of 15% of the total lot area: **15 points.**
2. A project includes a minimum of 10% of the total lot area: **10 points.**
3. A project includes a minimum of 5% of the total lot area: **5 points.**
4. A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable: **3 points.**

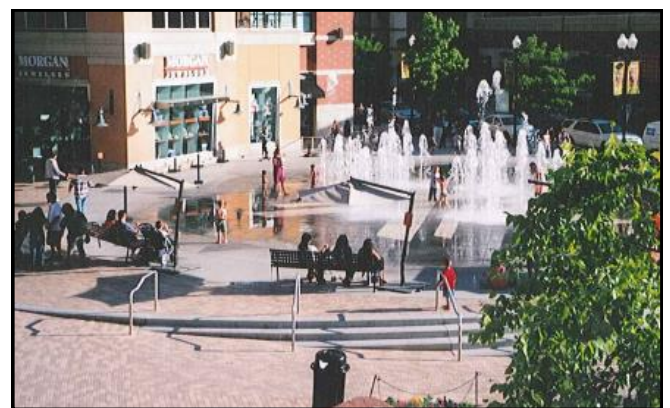
This guideline applies to both the Core and Transition Area. Points may only be obtained from one item.



Active open spaces should be designed to be safe and inviting. This plaza is an example of a small scale plaza that is similarly scaled to the smaller buildings adjacent to it.



This model shows a plaza adjacent to a sidewalk. The buildings frame the plaza, allow visibility into the space from the sidewalk and the adjacent buildings and could contain a number of active uses, such as outdoor dining or vending carts.



This plaza is large and inviting. The scale of the plaza matches the scale of the area around it.

21 STREETSCAPE AMENITIES

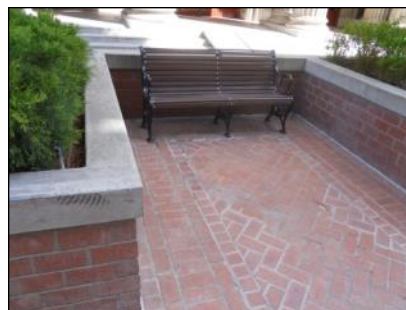
A mix of amenities in an open space not only provides outdoor space for building occupants, but when located next to a public sidewalk or path, invite passersby into the space. Benches, tables, planters, drinking fountains, water features, lighting and decorative refuse containers are just a few of the amenities that are encouraged to be included in open spaces.

- A. A project that includes street furniture, pedestrian amenities, public art or other similar features intended to improve the streetscape shall have the following number of points added:
1. At least four street furnishings: **3 points.**
 2. At least three street furnishings: **2 points.**
 3. At least two street furnishings: **1 points.**

This guideline applies to both the Core and Transition Areas. Points may only be obtained from one item.



Public amenities can include tables, flower planters, trash cans, benches, and drinking fountains.



22 PUBLIC ARTWORK

Public art that is incorporated into a development is encouraged. Art should be highly visible to the public and create opportunities for surprise, wonder, interest, contemplation, reflection, interaction and play that express community life and identity.

- A. Projects that include public art in a location where it is readily visible from a public space: **2 points per art piece, up to a maximum of 6 points.**

This guideline applies to the Core and Transition Area.



Art work should be incorporated into the context of the site where it is located. The function of space, the relationship to public spaces, and the context of the physical environment should be considered when placing artwork.



Interactive artwork and artwork that is incorporated into fences, screening, seating and way finding signage is encouraged. This public bench was commissioned as part of a Redevelopment Agency art project.



Incorporating art work into a project is encouraged.

Circulation Guidelines

A well thought out and connected circulation network is necessary to integrate transit into a neighborhood, improve the pedestrian and bicycle environment, increase transit use, improve air quality and reduce the use of the private automobile. A multi-modal circulation system works best when it is safe and convenient. Development and redevelopment within station areas is encouraged to create safe walkways, bicycle paths, and automobile routes throughout the site by:

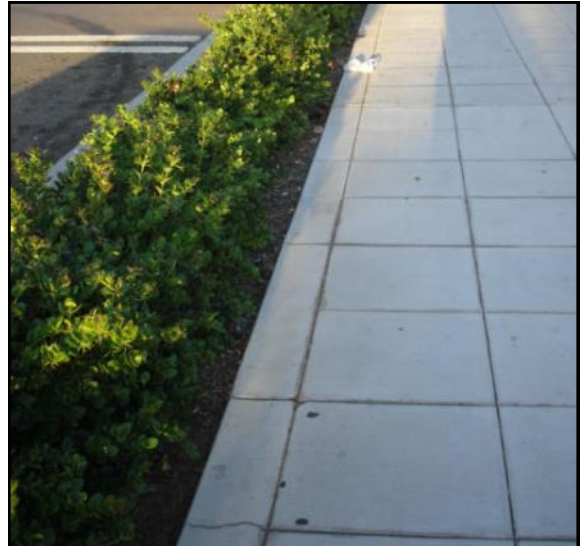
- Providing streets, sidewalks, paths and trails through the site that connects to public streets, sidewalks, paths, trails, open space, adjacent development and neighborhoods;
- Providing safe and secure bicycle related amenities;
- Providing direct access to transit; and
- Providing mid-block walkways to break up the walking distances where there are large blocks and parcels.

23 CONNECTIONS & WALKWAYS

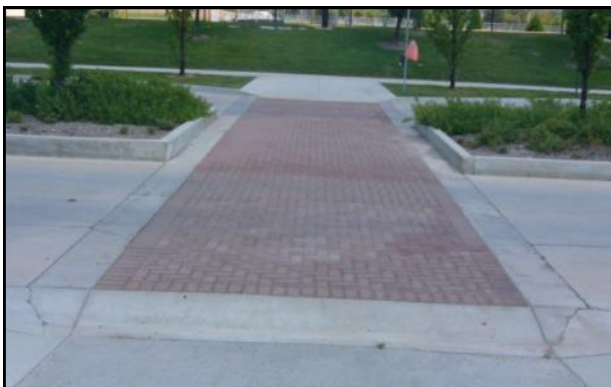
All new development and redevelopment is encouraged to include pedestrian walkways from all buildings, parking lots and private open space to existing or planned public sidewalks, open space and trails. Walkways through surface parking lots should be located within landscaped islands or separated from vehicle drive aisles. Where walkways cross drive aisles, the walkway should be designed to be clearly visible, either through a change in materials, color, or height.

- A. Projects that include connections and walkways from buildings, parking lots and private open space to public spaces, shall have the following number of points added to their development score:
1. Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles: **4 points.**
 2. Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces: **4 points.**

This guideline applies to the Core and Transition Area.



Pedestrian walkways should be separated from drive aisles. This low hedge provides a clear separation.



This different paving in this crosswalk makes it more visible.



Walkways can connect development to open spaces.

24 BICYCLE AMENITIES

The promotion of bicycle use is encouraged throughout the station areas. Bicycle parking should be well designed, conveniently located, and well secured in order to promote increased use of bicycles.

- A. A project that includes bicycle parking amenities in addition to what is already required in the zoning ordinance shall have the following points added to the development score:
1. The project includes lockers, changing rooms for cyclists and showers: **6 points.**
 2. The project includes any bicycle amenity identified on this page: **3 points.**
 3. The project incorporates art into the design of the bicycle amenities: **3 points**

This guideline applies to the Core and Transition Area.

Bicycle Amenities	
Covered, secured bicycle parking	Secure, indoor bicycle storage for residents in multi-family buildings
Changing rooms	Lockers
Showers	Bicycle sharing programs.



Secured bicycle facilities add an additional level of safety for those commuting by bicycle. This facility is located inside of a building so bicycles are also protected from the weather.



Bike racks come in various forms and can be designed to be part of a public space.



Bicycle parking can also serve as public art.

25 ACCESS TO TRANSIT

New development is encouraged to be located within walking distance to a transit station. The closer a development is to the station the more likely transit ridership from that development will increase. This incentive applies to any TRAX or Frontrunner station platform or any bus stop where three or more separate bus routes come together.

A. A project located within close proximity to a transit station shall have the following number of points added to the development score

1. Within 300 feet, measured along the most direct, legal walking path: **15 points**
2. Within 750 feet, measured along the most direct, legal walking path: **10 points.**
3. Within 1500 feet, measured along the most direct, legal walking path: **5 points.**

B. A multi-family residential development that provides transit passes to residents through the City's transit pass program for a minimum period of three years from the development's initial occupancy. Passes shall be available for free to residents at request. At least one pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required: **15 points**

This guideline applies to the Core and Transition Area.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.

Projects that are closer to a station platform are more likely to increase pedestrian, bicycle and transit use and are more desirable.

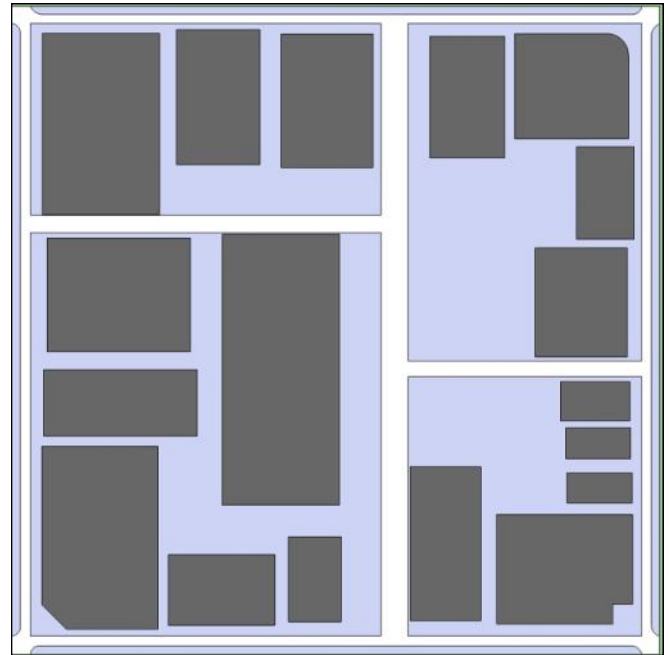


26 PUBLIC WALKWAYS INTERIOR TO THE BLOCK

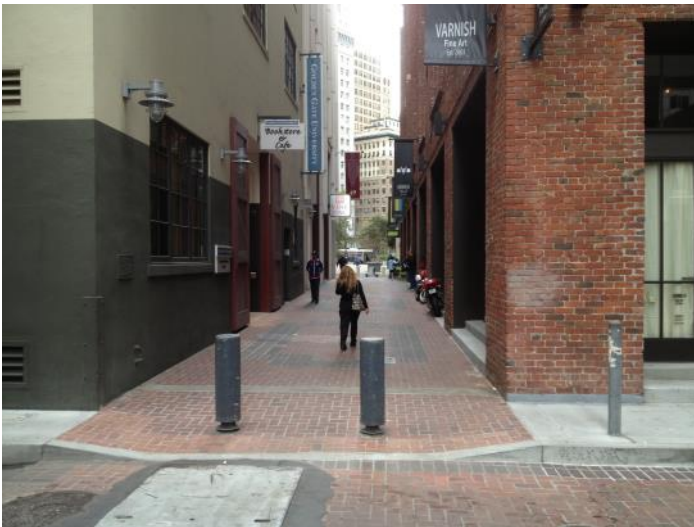
Projects that improve the overall circulation and connectivity of a station area are encouraged. Providing walkways through a development improves how people move around and helps to break up the large blocks in the City. Walkways can be designed to be used for people walking, biking and if designed right, shared with cars. To qualify for these points, the walkways cannot be fenced or gated.

- A. A development that includes public walkways through the interior of blocks that meets the qualifications below shall have the following points added to the development score:
1. The project includes a narrow street or alley through the project that accommodates people walking, biking and driving: **30 points**
 2. The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties: **20 points**

This guideline applies to the Core and Transition Area.



Midblock walkways can break up the large blocks commonly found in Salt Lake City. If designed with safety in mind and create interesting places, they can improve the pedestrian environment. When used in conjunction with small alleys, midblock walkways can provide access to parking areas.



This midblock walkway provides access between two streets and is wide enough to allow visibility into and out of the space.



Midblock walkways can improve the circulation network in a transit station area.

Parking Guidelines

A successful transit neighborhood must be able to accommodate motor vehicles. While the overall goal of a transit oriented district is to reduce the overall use of an automobile, private motor vehicles are necessary to support local businesses and to provide service to a variety of land uses. Well designed, safe, convenient parking areas can reduce the conflicts between pedestrians, bicycles and automobiles while contributing to the overall success of a transit district. Development and redevelopment are encouraged to:

- Provide parking in well designed at grade or below grade parking structures that are compatible with the desired character of the district;
- Wrap above grade parking structures with habitable space;
- Share parking between uses in the same development or those nearby;
- Promote alternative vehicle use by providing parking for scooters, mopeds, motorcycles and alternative fuel vehicles.

27 PARKING STRUCTURE DESIGN

Parking structures have the potential to negatively impact the character of an area. This impact can be reduced if the parking structure is designed in a way that reduces the visual impact.

A. Parking structures that meet all of the following items:

1. 100% of the parking structure is wrapped with high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades: **25 points**
2. 75% of the parking structure is wrapped in high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades: **20 points**
3. For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify: **25 points**

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The parking structure in the foreground is designed with a rhythm of openings and building materials that complement the building. This parking structure is wrapped with office space adjacent to the street. The parking structure in the background does not reflect the desired design concepts.



Parking structures should be well designed and reflect the architecture detailing of the building they support.



28 ALTERNATIVE FUEL VEHICLE PARKING

Projects are encouraged to provide dedicated parking for alternative fuel vehicles, mopeds and motorcycles. These types of vehicles may reduce air pollution and require less space on the roads and in parking areas.

A. Alternative fuel vehicle parking: Projects that include dedicated parking stalls for alternative fuel vehicles, scooters, mopeds or motorcycles shall have the following points added to the development score:

1. Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles: **5 points.**
2. A project includes dedicated parking stalls/equipment for a car sharing program: **3 points.**
3. A project includes a charging station for electric vehicles:
 - Level 1 station: **2 points per stall, max. of 6 points.**
 - Level 2 station: **3 points per stall, max of 9**
 - Level 3 station: **4 points per stall, max of 12**

This guideline applies to the Core and Transition Area. ~~Items 1 and 2 cannot be used together.~~



Dedicated parking for alternative fuel vehicles.



If provided, motorcycle and scooter parking is in addition to the minimum parking requirement in the Transit Station Area Zoning District. The motorcycle and scooter parking shall not count towards the maximum parking requirement.



This grocery store provides dedicated parking and charging stations for electric vehicles.

29 PARKING RATIO

Providing off street parking in structures, either below or above grade, allows for a compact development pattern and a better use of the land in a station area. The use of structured parking is encouraged.

A. Projects that provide parking ratios as indicated below:

1. Residential developments with a parking ratio less than 1 stall per unit: **25 points.**
2. Residential development with a parking ratio less than 1.25 stall per unit: **15 points.**
3. Non-residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet: **20 points.**

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.

Community Engagement Guidelines

Neighborhood residents are knowledgeable of local conditions and can provide valuable input to developers regarding potential development in their community and its potential impacts. Points in this guideline are intended to incentivize and reward informing and engaging the community about future development activity.

30 NEIGHBORHOOD INPUT

Informing the community about new development and engaging them in a conversation about development can result in a better product. These points are provided to incentivize developers to engage the community about their development proposals.

- A. Projects that have been presented to the associated community council and have notified residents and property owners within 300 feet via mail about when and where the community council presentation will be held: **10 points**
- B. Projects that have been presented at an open house for the proposal on the development site and have notified residents and property owners within 300 feet via mail about when and where the open house will be held: **10 points**

This guideline applies to the Core and Transition Area. Points can only be obtained from one item.

2. MEMO FROM ATTORNEY'S OFFICE

Attorney's Office Memo

The memo from the Attorney's Office regarding affordable housing restrictions and the Federal Fair Housing Act will be sent in separate forthcoming transmittal.

3. PROJECT CHRONOLOGY

PROJECT CHRONOLOGY

Petition: PLNPCM2016-00522

June 14, 2016	Petition initiated by the City Council.
June 15, 2016	Planning division staff formally start work on drafting changes to the ordinance.
July 13, 2016	Petition PLNPCM2016-00522 formally assigned to Daniel Echeverria, Principal Planner, to manage petition.
July 22, 2016	Notices for upcoming Open House, Open City Hall, and Planning Commission meeting sent to property owners/residents within and near TSA zone, community councils, and architects/developers of recent TSA projects.
July 20, 2016	Survey published on Open City Hall for community input.
July 27, 2016	Planning Commission briefed on potential changes to the TSA zone and discussed options.
July 28, 2016	Petition was presented at the Planning Division Open House.
August 19, 2016	Planning Commission memo with latest draft proposal published.
August 24, 2016	Planning Commission briefing/preliminary public hearing held to obtain additional public comments, inform the Planning Commission of progress in the development of the code changes, and obtain additional feedback from the Planning Commission on the changes.
September 30, 2016	Notices mailed out for second public Open House.
October 11, 2016	Materials for Open House, including latest draft text and summary of changes, e-mailed to interested parties and posted on the City website.
October 13, 2016	Planning division held second public Open House.
October 29, 2016	Planning Commission public hearing notice posted in the newspaper and state and city websites.
November 2, 2016	Presented proposed changes at Central City Neighborhood Council meeting
November 3, 2016	Presented and discussed proposed changes at Historic Landmarks Commission meeting

- November 4, 2016 Staff report, including the proposed TSA changes, posted to the City website. Staff report and Planning Commission hearing information e-mailed to interested parties.
- November 9, 2016 Planning Commission held public hearing and passed a positive recommendation with conditions.

4. NOTICE OF CITY COUNCIL HEARING

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is considering Petition **PLNPCM2016-00522 Transit Station Area Zoning District Text Changes-**

A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The proposed changes to the regulations include: Clarifying what land uses are allowed in the zone; Changing how far buildings can be setback from the street; Clarifying what types of uses are allowed on the ground floor of buildings; Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. This zoning text amendment will primarily affect Section 21A.26.078 "TSA Transit Station Area District." Related provisions of the Salt Lake City Zoning Ordinance, Title 21A, may 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 Daniel Echeverria at 801-535-7165 between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday or via e-mail at daniel.echeverria@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.

**5.A PLANNING COMMISSION – NOV. 9
HEARING NOTICES**

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CAPTION

Notice of Public Hearing On Wednesday, November 9, 2016, the Salt Lake

SIZE

78 LINES

3 COLUMN(S)

TIMES

2

TOTAL COST

297.50

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF Notice of Public Hearing On Wednesday, November 9, 2016, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations t FOR PLANNING DIVISION, WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP, AGENT FOR DESERET NEWS AND THE SALT LAKE TRIBUNE, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINATELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

PUBLISHED ON Start 10/29/2016 End 10/29/2016

DATE 10/31/2016

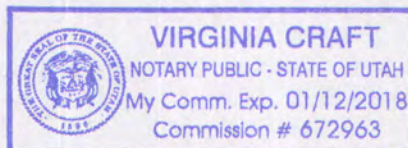
SIGNATURE

STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 31ST DAY OF OCTOBER IN THE YEAR 2016

BY ANN DARTNELL



Virginia Craft
NOTARY PUBLIC SIGNATURE

Notice of Public Hearing

On Wednesday, November 9, 2016, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to the City Council regarding the following petitions:

1. **Trolley Square Ventures Zoning Map Amendment** - A request by Douglas White, representing the property owner, Trolley Square Ventures, LLC, to amend the zoning map for seven properties as follows: 644 E 600 S (Parcel #16-06-481-019) 603 S 600 E (Parcel #16-06-481-001) 652 E 600 S (Parcel #16-05-353-001) 658 E 600 S (Parcel #16-05-353-002) 664 E 600 S (Parcel #16-05-353-003) 628 S 700 E (Parcel #16-05-353-016) 665 E. Ely Place (Parcel #16-05-353-014) The subject parcels are currently zoned RMF-45 (Moderate/High Density Multi-Family Residential District), RMF-30 (Low Density Residential District) and SR-3 (Special Development Pattern Residential District). The applicant is requesting that the properties be rezoned to FB-UN2 (Form Based Urban Neighborhood District) with the intent to redevelop the site in the future as a mixed-use (residential & commercial) development. The properties are located within City Council District 4 represented by Derek Kitchen. (Staff Contact: Lex Traugber, (801)535-6184 or lex.traugber@slcgov.com) Case Number **PLNPMC2016-00031**

2. **Master Plan and Zoning Map Amendment at approximately 350 East 800 South** - A request by Suzette Eaton, the property owner, to amend the Zoning Map and the Central Community Future Land Use Map for one property listed at the above address. The subject parcel is currently zoned RMF-30 (Low Density Multi-Family Residential) Zoning. The applicant is requesting that the property be rezoned to CN (Neighborhood Commercial) to accommodate an existing nonconforming commercial structure. The property is located within City Council District 4, represented by Derek Kitchen. (Staff Contact: Kelsey Lindquist (801) 535-7930 or kelsey.lindquist@slcgov.com)

a. **Master Plan Amendment** - A request to amend the Future Land Use Map of the Central Community Master Plan from Low Density Residential (1-15 dwelling units per acre) to CN (Neighborhood Commercial). Case Number **PLNPMC2016-00660**

b. **Zoning Map Amendment** - A request to amend the Salt Lake City Zoning Map from RMF-30 (Low Density Multi-Family Residential District) to CN (Neighborhood Commercial District). Case Number **PLNPMC2016-00659**.

3. **TSA Zoning District Text Changes** - A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The proposed changes to the regulations include: -Clarifying what land uses are allowed in the zone; -Changing how far buildings can be setback from the street; -Clarifying what types of uses are allowed on the ground floor of buildings; -Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; -Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and -Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. This zoning text amendment will primarily affect Section 21A.26-078 "TSA Transit Station Area District." Related provisions of the Salt Lake City Zoning Ordinance, Title 21A, may be amended as part of this petition. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com) Case Number **PLNPMC2016-00522**

4. **City Wide Draft Transit Master Plan** - The draft plan, developed over the past two years with input from thousands of residents and stakeholders, is available for review online at www.slcrides.org. Public transportation is an essential component of Salt Lake City's transportation network, and the plan creates a 20-year vision and action plan for service, transit-supportive investments, programs and policies. The plan also includes a comprehensive look at the City's overall travel patterns, identifies places where transit would be used if it met the needs of potential riders, as well as areas where transit improvements are needed for existing riders. Public comment can be submitted through open city hall at www.slcgov.com or through the staff contact below. The Planning Commission is required to make a recommendation to the City Council. The City Council will make a decision on whether or not to adopt the transit master plan at a later date. (Staff contact is Julianne Sabula at (801)535-6678 or julianne.sabula@slcgov.com)

The public hearing will begin at 5:30 p.m. in room 326 of the City County Building, 451 South State Street, Salt Lake City, UT.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

UPAXLP

**5.B PLANNING COMMISSION – NOV. 9
STAFF REPORT**



Staff Report

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission

From: Daniel Echeverria
(801) 535-7165 or daniel.echeverria@slcgov.com

Date: November 4, 2016

Re: PLNPCM2016-00522 – TSA Zoning District Improvements

Zoning Text Amendment

PROPERTY ADDRESS: Not Applicable, Citywide
PARCEL ID: Not Applicable
MASTER PLAN: Multiple Community and Citywide Plans (North Temple Boulevard, Plan Salt Lake, Central Community, Capitol Hill)
ZONING DISTRICT: Transit Station Area (TSA)

REQUEST: A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The proposed changes to the regulations include: Clarifying what land uses are allowed in the zone; Changing how far buildings can be setback from the street; Clarifying what types of uses are allowed on the ground floor of buildings; Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. This zoning text amendment will primarily affect **Section 21A.26.078 “TSA Transit Station Area District.”** Related provisions of the Salt Lake City Zoning Ordinance, Title 21A, may be amended as part of this petition.

RECOMMENDATION: Based on the findings in the staff report, Planning Staff finds the proposed amendment adequately meets the standards for general text amendments and therefore recommends that Planning Commission transmit a positive recommendation to the City Council to adopt the proposed zoning ordinance text amendment related to clarifying the regulations of noticing and operations of various boards and commission within the zoning ordinance.

The following motion is provided in support of the recommendation:

Based on the findings and analysis in the staff report and testimony provided, I move that the Planning Commission forward a positive recommendation for PLNPCM2016-00522, to adopt the proposed zoning ordinance text amendments related to the Transit Station Area zoning district.

ATTACHMENTS:

- A. [Map of Affected TSA Zones](#)
- B. [TSA District Text 21A.26.078 & TSA Noticing text 21A.10.020 - Proposed](#)
- C. [Land Use Table - Proposed](#)
- D. [Development Guidelines - Proposed](#)
- E. [Development Guidelines – Checklist](#)
- F. [TSA Ordinance Text - Markup Version](#)
- G. [Visual Summary of Changes](#)
- H. [Design Standards Chapter 21A.37 With TSA Modification](#)
- I. [Opportunity Index Map Extract from Utah Housing Corporation Allocation Plan](#)
- J. [Full Summary Document of Changes](#)
- K. [Analysis of Standards - Zoning Text Amendment](#)
- L. [Public Process & Comments](#)
- M. [Department Review Comments](#)
- N. [Motions](#)

PROJECT DESCRIPTION:

In April of this year, Planning staff provided an overview to the Planning Commission of the Transit Station Area (TSA) zoning district and the issues that had been identified with the regulations. Following that meeting on June 20th, the City Council initiated a petition to review the TSA zoning district regulations and identify changes that would resolve the issues with those regulations. The petition requested that Planning staff evaluate the issues identified in the Planning memo, including concerns with building materials, scale, setbacks, ground floor uses, and the development guidelines. In addition to these issues, the Council asked that staff consider the following specific objectives during the review process:

- Require that uses on the ground floor of a building encourage engagement with pedestrian on the street as well as building occupants including but not limited to, establishment of retail and commercial uses.
- Consider maximum allowable percentages of non-durable materials on building facades.
- Adjust the development score to further incentivize affordable housing.

Since that time, staff has identified a number of potential changes to the zoning district to address these issues and objectives. In developing these changes, planning staff held two open houses, a formal **public hearing with the Planning Commission, and solicited feedback online through the City's Open City Hall forum**. Planning staff also attended a community council meeting to discuss the proposed changes. Details of these meetings and public comments are located in [Attachment L](#). A number of issues and concerns were discussed by residents at the open houses and Planning Commission meetings and modifications were made to address some of those concerns. The online survey generally confirmed the issues with the zoning that had been discussed by the Planning Commission and City Council, however, changes were made to the zoning proposal in response to some of the survey responses.

The major changes to the TSA zoning are summarized below and are also detailed in the Changes Summary in [Attachment I](#).

The proposed major zoning changes include:

- Decreasing the minimum front setback on 400 South to 10' from 15' and clarifying North Temple setbacks. Maximum setbacks are 10' greater than the minimum setback, providing a range for modulation. Additional setback is allowed for outdoor dining, plazas, etc.
- Requiring high quality, durable material (brick/concrete/stone/fiber-cement/etc.) for 60% of upper floors of street facing facades. (No current requirement.)
- Requiring a use other than parking along 80% of ground floor facades. Use would need to occupy a min. depth of 25' from façade. (No current ground floor use requirement.)
- Requiring the 80% ground floor space along North Temple and 400 South to include commercial or live/work space. Residential uses may occupy the space if the shell is built to a commercial standard to allow future conversion to a commercial use. (No current ground floor use requirement.)
- Requiring entrances every 40' on building facades. (Currently only required for commercial uses.)
- Requiring specific entry features for entrances, such as canopies or porches. (No current requirement.)
- Requiring additional trees for front yards over 10' in depth. (No current additional landscaping requirement.)
- Requiring 30% of front yards to be used for public outdoor spaces, patios, or private residential yards.
- Requiring mid-block walkways where identified by a master plan.
- Allowing awning and canopy encroachments into any portion of the front setback/yard area and limited balcony encroachments. (Currently not generally allowed.)
- **Converting the “Prohibited Use” table to a traditional “Permitted and Conditional Use” table.**
- Moving existing design related standards to the proposed new design standards chapter 21A.37 that went to the Planning Commission on October 12th.

The changes also include modifications **to the “Development Guidelines” manual**. Developments currently must obtain at least 100 points by incorporating features into their developments that are **assigned points in the “Development Guidelines” manual**. **The following** major changes to these points are proposed:

- Increasing minimum approval threshold to 125 points.
- Increasing the available points for providing affordable housing to 60.
- Adding points for providing free transit passes to residents through City transit pass program.
- Adjusting required architectural detailing required for points.
- Adjusting points for parking structures to focus on materials and visibility.
- Changing green building points to LEED compliance instead of ICC NGBS.
- Providing points for use of off-site renewable energy.

The changes also include modifications to the approval process for TSA developments as follows:

- Requiring a notice to be sent out to adjacent property owners/residents when a development is proposed.

- Eliminating the middle tier (Administrative Hearing) from the approval process, leaving either administrative (staff) approval or Planning Commission approval.

KEY ISSUES:

The key issues listed below have been identified through the analysis of the project, community input, and department review comments.

1. [Front Façade, Setbacks, and Ground Floor Use Regulations](#)
2. [Points System Changes](#)
3. [Miscellaneous Changes](#)
4. [Affordable Housing and the Points System](#)

Issue 1 – Front Façade, Setbacks, and Ground Level Regulations

The zoning changes are generally intended to increase the quality of development that the City is seeing in the TSA zone. The proposal include changes to both internal and external building requirements in order to help ensure quality development that activates the pedestrian environment and improves the overall experience in **the City's** transit areas.

Active and Commercial Use Requirement for Ground Floor

The changes include requirements that there be active ground floor uses along sidewalks. The existing code allows for development to have parking structures right along the sidewalk. This use has a very low potential for visible human activity and therefore does not contribute to a comfortable walking environment or economic vitality at the street level. The proposed code requires at least 80% of building facades adjacent to sidewalks be utilized for uses besides parking. The uses would need to have a depth of at least 25 feet. The code includes an additional restriction on this space when facing North Temple or 400 South that the space be occupied by a non-residential use (commercial, institutional, or public) or live/work units. Live/work units are units that include a commercial area, such as a retail space or office space, and livable space within one shared space. An exception is allowed for this ground floor space to be occupied by purely residential uses, such as dwelling units or residential amenity space, if the shell space is built to a building code standard that would allow it be converted to commercial use in the future. Building to a commercial standard will come with an added cost, but a large portion of development in the TSA zone is already being built to this standard, with the ground floor spaces being built of concrete and steel to accommodate parking structures on the same level.

Ground Level Exterior Activation

The proposed code also requires entrances on street facing facades every 40 feet in order to increase the potential for pedestrian activity between buildings and the sidewalk. The current code requires entrances every 70 feet and only for commercial uses. Additionally, these entrances must include entry features such as canopies or porches, in order to make these entrances more prominent and visible at the street level. The proposed code also allows for arbors, trellis, canopies, and other encroachments within the front setback area. These removable encroachments can serve to shade the front setback area for uses such as outdoor dining and could help encourage activity to be located in this setback area. The proposed code also requires additional landscaping when buildings are setback more than 10 feet. This landscaping includes additional trees in order to create additional shade for pedestrians along street frontages and improve walkability. Additionally, a minimum 30% of front yard space will need

to be devoted to active outdoor space, such as outdoor dining, patios, private yards or other outdoor public spaces.

Material Requirements

The changes include increasing the quality, durable material requirements for street facing facades in order to ensure that the City is getting lasting, quality development. Currently, the zoning code requires 80% of street-facing ground level facades to be composed of high-quality durable materials, except for windows and doors. These high-quality materials include brick, textured or patterned concrete, fiber-cement products and stone. Other materials may be approved by the Zoning Administrator if they are of similar durability.

The proposal increases this minimum to 90%, which still allows for some trim material variation on the ground floor. The proposal also establishes a new minimum durable material requirement of 60% for the upper level street-facing façades to require higher-quality material use overall. The remainder could be composed of other materials, such as wood or metal. Use of Exterior Insulated Finishing System (EIFS or “synthetic stucco”) or traditional stucco is proposed to be restricted to 10% of the façade as it generally not as durable, high-quality, or long-lasting as other available materials. The material standards may increase costs for a development, as the higher quality, durable material is usually more expensive than stucco or EIFS. However, the intended result is to ensure long lasting, quality development for developments that will be here for decades.

Issue 2 - Points System Changes

The changes to the points system are intended to encourage higher quality development, while still incentivizing developers to utilize the guidelines rather than take their developments to the Planning Commission. Staff believes that increasing the minimum point threshold for administrative approval to 125 points achieves this balance. Most previously approved developments will fall slightly short of the new approval threshold, but with small to moderate changes would be approvable under the proposed threshold.

Some current guidelines, such as those relating to parking structures, are being changed to focus more on architectural and urban design. For example, when originally written, the points for providing parking structures were thought to potentially incentivize such development. However, it has become clear that incorporating structure parking instead of surface parking is already happening due to market considerations and the points have not actually been an incentive or resulted in higher quality development. Other existing points have been clarified to ensure better results. For example, the guideline for providing architectural detailing on all sides of the building are currently vague making it easy to meet without much actual detailing, so the guideline has been improved with specific architectural requirements.

A new guideline is proposed to incentivize developers to inform and engage the community about future development proposals. Development proposals that have been presented to the local community council or that have been presented at an on-site open house will be able to obtain 10 points. In either case, the developer must provide notice to residents and property owners within 300 feet of the proposal.

Issue 3 - Miscellaneous Changes

Other changes to the zoning code have been proposed to clarify the code and make it easier to use. For example, a number of purpose statements have been removed from the code in order to reduce its length and make it easier to use. The amount of purpose statement text made it difficult to find the

regulatory information in the code. Additional changes related to notification and the approval process are intended to make the process more transparent for the public and better incentivize quality development.

Notification and Approval Process

The approval process is proposed to incorporate a public notice when a TSA development application is received, similar to what is done for Special Exception requests. A notice would be mailed to adjacent property owners and residents informing them of the development application, where they can access the plans, and when a decision will be made. This is intended to ensure that residents adequately know what development is occurring around them. The notice is a courtesy notice and does not mean that someone who receives the notice can alter the decision making process. A resident or property owner who disagrees with the score approved for the development by Planning staff can appeal the score to the Appeals **Hearing Officer**. **Any developments that don't achieve the necessary points will still be required to go to Planning Commission for approval and those projects will meet all the normal public hearing notice requirements, including notices sent to residents and property owners within 300 feet.**

The approval process is also proposed to be changed from a three tier process to a two-tier process. Currently developments below 100 points are required to go to an Administrative Hearing for approval. The proposal changes this to a two-tier process. The proposal eliminates the middle tier of the Administrative Hearing Officer approval as the associated hearing process is minimal and does not serve as a significant public process barrier to encourage compliance with the Development Guidelines. The point thresholds required for approval are also being increased as discussed in Issue 2 above.

Current Tiers	Points Required	Approval Body
Tier 1	0 to 50	Planning Commission (Public Hearing)
Tier 2	51 to 99	Administrative Hearing Officer (Public Hearing)
Tier 3	100+	Administrative Staff Approval (No Public Hearing)

Proposed Tiers	Points Required	Approval Body
Tier 1	0 to 124	Planning Commission (Public Hearing)
Tier 2	125+	Administrative Staff Approval (No Public Hearing)

Conversion of Land Use Tables from Prohibited Uses to Allowed Uses

The land use table is proposed to be converted to an allowed use list as opposed to a prohibited use list. The intent of this change is to make it clearer to lenders, business owners, and property owners as to what uses are actually allowed in the TSA zones. Although a prohibited use list does provide more flexibility for new or unanticipated uses to be located in the TSA zone, the use of a prohibited use list has also resulted in a number of requests for clarification from the Planning division regarding whether a use is allowed in a TSA zoned area. The changes also involve some small changes to where uses are allowed due to some uses being allowed currently that were unanticipated when the prohibited use list was created. Some of these uses have been made conditional and others now have qualifying provisions that include specific conditions of approval or locational restrictions.

Issue 4 - Affordable Housing and the Points System

As part of this petition, the City Council asked that the Planning Division look at further incentivizing affordable housing in the TSA zone. The current regulations provide up to 30 points of 100 required points if at least 33% of the homes in a development are affordable to those making less than 60% of the Area Median Income (AMI). The proposal increases these points to 40 points, with another 20

points available for compliance with “Opportunity Area” incentives that are discussed below. This brings the total amount of points available to affordable housing to 60 points. The points system is meant to incentivize and reward development that furthers City goals. The proposed points put the guideline just above the level of points available for other high priority development guidelines related to energy efficiency, renewable energy, and historic preservation guidelines. **This aligns with the City’s** high priority for affordable housing development.

Community members have expressed concern with the amount of affordable housing being provided along and near North Temple. Letters and comments regarding this are located in [Attachment L](#). There are concerns that a concentration of affordable housing could hold back economic development along North Temple and concerns about concentrating affordable housing in existing low-income areas that may not have access to the same opportunities that higher income areas may have.

New affordable housing is generally made possible through the financial incentives of the Low Income Housing Tax Credits (LIHTC) program under Section 42 of the federal tax code. In Utah this program is administered by the Utah Housing Corporation. Developers apply through this program for tax credits that a developer can sell to investors (part owners) in their developments. The investors can use these tax credits to reduce their federal taxes. As this is a federally funded program there are significant issues with imposing local, city, restrictions on the affordable housing approved by this program. Limits on where types of housing can be located must comply with the federal Fair Housing Act. The Fair Housing Act deals with ensuring that there is no discrimination in housing, including with regard to location. As such, any restrictions placed on a type of housing, such as a cap on affordable housing on a portion of the City or a cap on the proportion of affordable housing allowed in a particular development could conflict with federal Fair Housing Act regulations. The Utah Housing Corporation uses a comprehensive scoring system in evaluating affordable housing proposals that includes a variety of components such as transit access, income mix, and services proximity in order to comply with the Fair Housing Act. The City currently does not have such a comprehensive scoring system that could be used to direct the location of affordable housing.

Staff considered the capping or negative point proposal as put forward by community members. However, capping the percent of affordable housing allowed in a development, or awarding negative points for exceeding such a percentage could create a barrier to new 100% affordable housing **developments, as projects that don’t receive 125 points** would be forced to go to a public hearing for approval. This could cause Fair Housing Act concerns by forcing a development barrier (a public process) on fully affordable housing developments but not on other affordable developments. Furthermore, some developments may be 100% affordable and staff would not recommend disincentivizing a developer from providing such housing when there is a large identified need for more affordable housing in the City. If a developer is willing to build 100 new affordable housing units, but zoning rules limit them to 75% of the units or 75 units, the remaining 25 units may simply not be built anywhere else.

Staff considered structuring the system in a way to further incentivize development in lower poverty and high land cost areas. Staff looked at using existing measurement systems provided by the federal **Housing and Urban Development department (HUD), in particular the “Qualified Census Tract” (QCT) and “Difficult Development Area” (DDA) designations.** (See the HUD website https://www.huduser.gov/portal/sadda/sadda_qct.html for a map of these areas.) QCT areas are generally areas with a poverty rate of at least 25% and LIHTC projects generally can obtain points for developing in these areas in order to provide new housing opportunities for low-income persons in

their existing communities. This can help preserve or provide new low-income housing to residents in gentrifying neighborhoods. However, nearly all of 400 South and North Temple area covered by this designation, and as it only quantifies the poverty rate and income for an area, it may not be a fair measure of the resources and opportunities available to residents in these areas. DDA is a designation for areas with high barriers to new development, such as high land costs, which can be associated with areas with a high level of opportunities. However, neither North Temple nor 400 South are covered by this designation.

There are other measurement methods used by organizations to prioritize affordable housing in high **“opportunity areas” or places with high access to high performing schools, stable neighborhoods, and** other quality of life factors. In the application for the LIHTC program, the Utah Housing Corporation **includes potential points for providing housing in higher “Opportunity Areas”** (See [Attachment I.](#)) **Most of North Temple is currently valued as “1 to 2” on the opportunity index**, except for the portion east of I-15 that is rated at **“3 to 4.”** 400 South is rated at **“3 to 4” and “5 to 6.”** UHC provides points to developments that are built in areas with an opportunity index rating of 3 or higher. A problem with using this measurement is that the measurement is not maintained and updated by the City and the measurement index and associated mapping may not be updated on a regular basis. As such, this measurement could become outdated in the next few years. However, due to lacking any other comprehensive measurement system, the changes include a guideline that allows for 10 to 20 points if affordable housing developments are located in areas with an “Opportunity Index” rating of at least three, which is the same minimum threshold for points that UHC uses. The intent of utilizing these points would be to incentivize locating some low-income housing in these areas with higher opportunities for residents. If at some point this measurement is no longer updated or is replaced with another measurement system, a text amendment will need to be initiated to update the reference in the TSA Development Guidelines.

Staff did not find any other suitable, transparent, and fair measurement systems that would fairly differentiate areas of opportunity. Unfortunately, Planning staff does not have the resources to create and maintain a comprehensive evaluation system for providing affordable housing points that would otherwise pass Fair Housing Act review and no other City department currently has a measurement system in place that could be used.

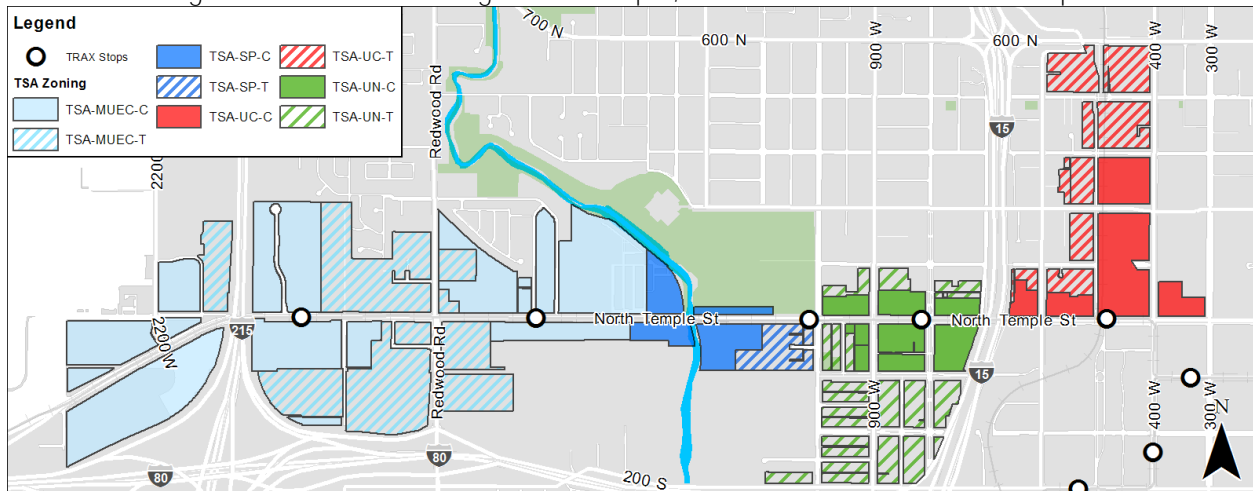
NEXT STEPS:

The Planning Commission’s recommendation will be forwarded to the City Council for their consideration and approval, approval with modifications, or denial.

If ultimately denied, the TSA zoning would remain in its current state.

ATTACHMENT A: MAP OF AFFECTED TSA ZONES

The TSA zoning district is located along North Temple, between 400 West and the Airport:



The TSA district is also located along 400 South, between 200 East and 900 East:



ATTACHMENT B: TSA DISTRICT TEXT 21A.26.078 & TSA
NOTICING TEXT 21A.10.020 - PROPOSED

21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

- A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.
1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.
 2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood and include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods.
- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.
1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use.
 2. Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area.

The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.

3. **Mixed Use Employment Center Station (TSA-MUEC):** A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. Buildings are often large scale in nature and may have large footprints. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. Connectivity for all modes of travel is important due to the limited street network.
4. **Special Purpose Station (TSA-SP):** The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix of transit options. Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use.

C. **Review Process:** The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference.

1. The following types of development are required to go through this review process:
 - a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or
 - b. Additions that increase the height of an existing building or change the existing roofline;
 - c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.
 - d. Single family detached dwellings and two family dwellings are not required to obtain a development score.

2. **Application Process Steps:**

- a. **Presubmittal Conference:** All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the

goals of the station area plans, the standards in this section, and the review and approval process.

- b. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.
- c. Public Noticing: A notice of application for a development review shall be provided in accordance with chapter 21A.10 of this title.
- d. Application Review: Table 21A.26.078C2d of this section summarizes the application review process. All applications shall be processed as follows:
 - (1) Tier 1 Planning Commission Review: If a project is assigned a score less than 125 points, the project can only be approved by the planning commission through the Conditional Building and Site Design Review process in chapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative review process.
 - (2) Tier 2 Administrative Review: The planning director has the authority to approve a project scoring 125 points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate development guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078C2d APPLICATION REVIEW

Development Score	Review Process
0 - 124 points	Planning Commission Conditional Building and Site Design Review process
125 or more points	Administrative review

- D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city's vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A "station area plan" is a development,

land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the development guidelines and development incentives in the "Transit Station Area Development Guidelines" book, hereby adopted by reference. The "Transit Station Area Development Guidelines" shall be amended following the adopted procedures for zoning text amendments in [chapter 21A.50](#), "Amendments", of this title.

1. **Formulating The Score:** The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. All other applicable zoning regulations shall be complied with by all projects and are not calculated in the development score.
2. **Project Review:** A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.
3. **Appeals:** The development score may be appealed. All appeals of the development score are heard by the Appeals Hearing Officer. In hearing the appeal, the Appeals Hearing Officer shall hold a public hearing in accordance with section [21A.10.030](#) of this title. In deciding the appeal, the Appeals Hearing Officer shall base its decision on its interpretation of the development guidelines and the development score.

E. Development Standards:

1. **Application:** The dimensional requirements of this section apply to all new buildings and developments as well as additions to existing buildings. Additions that bring the property closer to compliance are allowed. The following development standards apply to the core and transition areas of all station types.
2. **Building Height:** The minimum and maximum building heights are found in table [21A.26.078E2](#), "Building Height Regulations", of this section. The following exceptions apply:
 - a. The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least fifty percent (50%) of the width of the street facing building wall.
 - b. Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title.

TABLE 21A.26.078E2
BUILDING HEIGHT REGULATIONS

		Minimum Height ¹	Maximum Height
Urban center:			
	Core	40'	90' ²
	Transition	25'	60'
Urban neighborhood:			
	Core	25'	75'
	Transition	0'	50'
Mixed use employment center:			
	Core	25'	75'
	Transition	0'	60'
Special purpose:			
	Core	25'	75'
	Transition	0'	60'

Notes:

1. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The slope of the plane must have a minimum slope of a two feet rise over a 12 foot run. The additional height may include habitable space. The sloping planes must be clearly visible and create a sloped roof shape. The sloping planes shall not be hidden by a parapet wall.

3. Setbacks:

a. General Standards for Front/Corner Side Yards:

- (1) All portions of the yard not occupied by building, driveways, walkways or other similar features must be landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use. See section 21A.26.078F for specific front yard design requirements.
- (2) Parking is prohibited in the front and corner side yards.
- (3) Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.
- (4) Awnings or canopies may be located within any portion of the yard and are not subject to the front or corner side yard restrictions in Table 21A.36.020B.

- (5) Balconies may project up to two feet (2') into the required yards and are not subject to the front or corner side yard restrictions in Table 21A.36.020B.
- (5) All front and corner side yard standards in Table 21A.26.078.G2b may be modified through the Conditional Building and Site Design Review process of Chapter 21A.59, except that the front and corner side yard setback for 400 South shall not be reduced below the minimum.

b. TABLE 21A.26.078.E3b Setback Standards:

Property Frontage	Front/Corner Side Yard Setback	Side Yard	Rear Yard
400 South	<p>Minimum: 10', and at least 50% must be built to the minimum. Maximum Setback: 20', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</p> <p>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10'. This applies to new buildings and to additions that increase the gross building square footage by more than 50%. This standard does not require removal of existing buildings or portions thereof.</p>	<p>Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height.</p>	
North Temple	<p>Minimum: 5', and at least 50% of the façade must be built to the minimum. Maximum: 15', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</p> <p>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be</p>		

	installed by the developer so there is a minimum width sidewalk of 10'. This applies to new buildings and to additions that increase the gross building square footage by more than 50%. This standard does not require removal of existing buildings or portions thereof.	
300 South, 500 South, 600 East	Minimum: Equal to the average setback of other principal buildings on the same block face.	
Streets with Right-of- Way Width of 50 feet or Less with R- 1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street	Minimum: 25% of lot depth, up to 25'. For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height.	
All Other Streets	Minimum: None At least 50% of the street facing building façade shall be within 5 feet of the front or corner side property line.	

- c. Special Setback Provisions For Properties Adjacent To Jordan River: For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water line as defined in section [21A.34.130](#) of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.

4. Minimum Lot Area And Lot Width Requirements:

TABLE 21A.26.078.E4 MINIMUM LOT AREA AND LOT WIDTH STANDARDS

Standard	Required Dimension
Minimum Lot Area	2,500 square feet
Minimum Lot Width	40 feet

- a. The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.
 - b. Any legally existing lot may be developed without having to comply with the minimum lot size or width requirements.
 - c. Lots subdivided for single-family detached, single-family attached, and two-family residential dwellings are exempt from minimum lot width requirements.
5. **Open Space:** Open space shall be provided at a rate of one (1) square foot for every ten (10) square feet of land area included in the development, up to five thousand (5,000) square feet for Core areas, and up to two thousand five hundred (2,500) square feet for Transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).
6. **Circulation And Connectivity:** Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.
- a. All parking lots shall comply with the standards in section [21A.44.020](#), "General Off Street Parking Regulations", of this title.
 - b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.
 - c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:
 - (1) The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.
 - (2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.
7. **Accessory Structures:** No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

F. Design Standards:

1. Development shall comply with the design standards in Chapter 21A.37 when applicable as specified in that chapter.

2. All developments required to obtain a review score by subsection 21A.26.078C shall comply with the following additional design standards. These specific standards may be modified through the Conditional Building and Site Design Review process in Chapter 21A.59 if the modifications meet the intent of the specific design standard requested to be modified:

a. EIFS and Stucco Limitation: Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS and stucco is allowed for up to 10% of the upper level street facing façades.

b. Front and Corner Side Yard Design Requirements:

(1) In yards greater than ten feet (10') in depth, one shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.

(2) At least 50% of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to 30% if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least 50% of the provided front or corner side yard.

(3) At least 30% of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.

(4) Driveways necessary for vehicle access to the site are allowed regardless of compliance with the minimum percentages required by this subsection.

c. Entry Feature Requirements: All building entries shall include at least one of the following features:

(1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building façade;

(2) A recessed entrance that is recessed at least five feet (5') from the street facing façade;

(3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or

(4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.

d. Ground Floor Use Requirement for 400 South and North Temple Boulevard: When facing 400 South or North Temple Boulevard, the ground floor use area required by Chapter 21A.37 shall be built to accommodate an allowed commercial, institutional, or public use. Live/work uses qualify as a commercial use for this subsection.

(1) Exception: Residential uses may be permitted within the required area in lieu of the required use, if the ground floor is designed so that it can be converted to an allowed commercial use in the future. To accommodate this conversion, the shell space of the ground floor shall be built to an occupancy standard required by the adopted building code that can accommodate conversion of the interior of the space to a future permitted commercial use.

(2) The following additional requirements shall apply to the ground floor space if used for residential uses:

- (a) The shell space shall be at least twelve feet (12') in height;
- (b) The street facing façade of each ground floor residential unit shall be at least 60% glass;
- (c) Each ground floor unit shall have a direct entrance from the sidewalk to the unit;
- (d) Each ground floor unit shall be ADA accessible; and
- (e) Each ground floor unit shall include a porch, patio, stoop or other entrance feature that is a minimum depth of at least five feet (5').

(STAFF NOTE: The current design standards from this section have been proposed to be removed from this chapter and incorporated into the proposed design standards of Chapter 21A.37.)

G. Multiple Buildings On A Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained.

H. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.

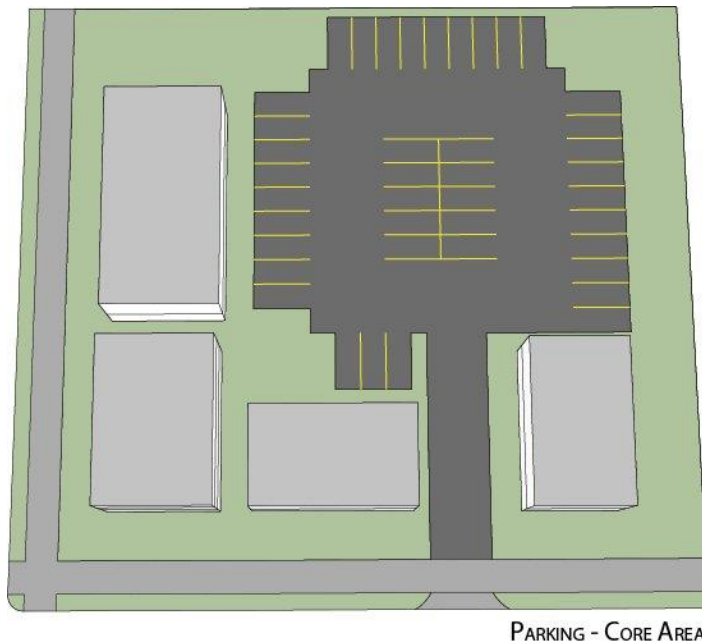
1. Surface Parking On Corner Properties: On corner properties, surface parking lots shall be located behind principal buildings or at least sixty feet (60') from the intersection of the front and corner side lot lines, and are subject to the additional requirements established for Core or Transition areas below.

2. Surface Parking In The Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a building, the parking lot shall be:

- (1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
- (3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in section [21A.44.020](#), table [21A.44.020](#) of this title.

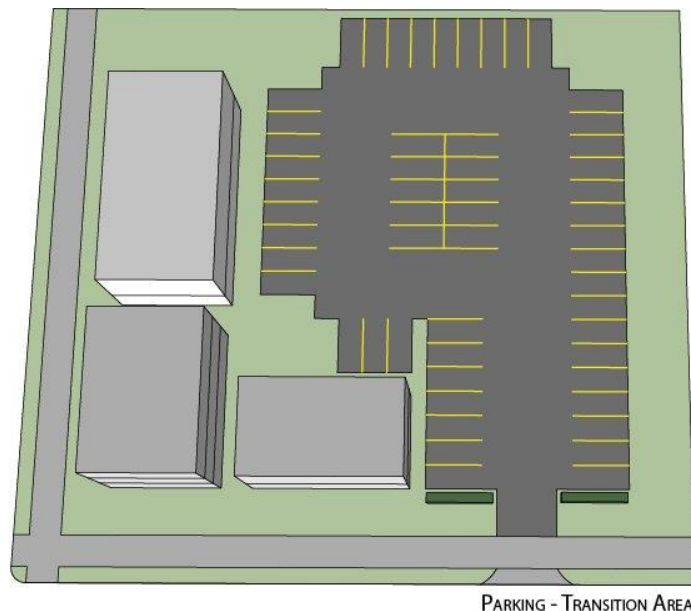
b. One Driveway And Drive Aisle Per Street Frontage: Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.



3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a principal building, the parking lot shall be:

- (1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.



4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in [chapter 21A.48](#) of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.

5. Other Applicable Standards: All other standards in [chapter 21A.44](#), "Off Street Parking, Mobility And Loading", of this title shall apply.

I. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.

J. Developments Over Five Acres:

1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.

2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres.

a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:

(1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').

(2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension.

b. Connectivity To Public Streets, Sidewalks, And Bicycle Lanes: In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient

travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a "complete street" defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.

c. **Vehicle Access:** Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.

(1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.

(2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.

(3) No access drive shall be greater than twenty four feet (24') wide.

(4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

d. **Internal Circulation:** Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.

(1) **Travel Lanes That Connect Parking Areas With A Public Street:** All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in section [21A.44.020](#) of this title.

(2) **Design Speed:** The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.

(3) **Future Access To Adjacent Properties And Rights Of Way:** All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.

- (4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
 - (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
 - (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.
 - (7) Bicycle Paths: A coordinated system of bicycle paths should be provided.
 - (8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- e. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in section [21A.44.020](#), table [21A.44.020](#) of this title.
- f. Open Space: In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.
- (1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.
 - (2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.
- g. Landscaping: All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as

community gardens or other active open space until such time as development of that phase begins.

New Text for New Noticing Requirement Prior to Development Approval

21A.10.020.B.4. Notice of Application for TSA Development Reviews: Prior to the approval of a development review score as authorized in section 21A.26.078 of this title, the planning director shall provide written notice by first class mail a minimum of twelve (12) days in advance of the requested action to all abutting properties and those properties located across the street from the subject property, and to all property owners and tenants of the land subject to the application, as shown on the Salt Lake City geographic information system records.

a. Contents Of The Mailing Notice Of Application: The notice for mailing shall generally describe the subject matter of the application, the place where such application may be inspected by the public, the date when the planning director will authorize a final administrative decision, and include the procedures to appeal an administrative decision set forth in chapter 21A.16 of this title.

ATTACHMENT C: LAND USE TABLE - PROPOSED

21A.33.035: TABLE OF PERMITTED AND CONDITIONAL USES FOR TRANSIT STATION AREA DISTRICTS:

Legend:	C =	Conditional	P =	Permitted
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Use	Permitted And Conditional Uses By District							
	TSA UC		TSA UN		TSA MUEC		TSA SP	
	C	T	C	T	C	T	C	T
Accessory use, except those that are specifically regulated elsewhere in this title	P	P	P	P	P	P	P	P
Adaptive reuse of a landmark site	P	P	P	P	P	P	P	P
Agricultural use	P	P	P	P	P	P	P	P
Alcohol:								
Brewery					P	P	P	P
Brewery, small	P	C	P	C	P	P	P	P
Brewpub (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Brewpub (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Dining club (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Dining club (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Distillery	P	C	P	C	P	P	P	C
Social club (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Social club (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Tavern (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Tavern (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C

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Winery	P	C	P	C	P	P	P	P
Amphitheater							C	C
Amusement park							C	C
Animal:								
Cremation service	P	P	P	P	P	P	P	P
Kennel					P	P	P	P
Pet cemetery ¹		P ¹		P ¹		P ¹		P ¹
Stable, public							P	P
Veterinary office	P	P	P	P	P	P	P	P
Antenna, communication tower	P	P	P	P	P	P	P	P
Antenna, communication tower, exceeding the maximum building height in the zone	C	C	C	C	C	C	C	C
Art gallery	P	P	P	P	P	P	P	P
Artisan Food Production	P	P	P	P	P	P	P	P
Auction (indoor)					P	P	P	P
Auditorium							P	P
Bakery, commercial	P		P		P	P	P	P
Bed and breakfast	P	P	P	P	P	P	P	P
Bed and breakfast inn	P	P	P	P	P	P	P	P
Bed and breakfast manor	P	P	P	P	P	P	P	P
Blood donation center	P	P	P	P	P	P	P	P
Botanical garden	P	P	P	P	P	P	P	P
Car wash						P		P
Car wash as accessory use to gas station or convenience store that sells gas						P		P
Clinic (medical, dental)	P	P	P	P	P	P	P	P
Commercial Food Preparation	P		P		P	P	P	P

Community correctional facility, small ²							C ²	
Community garden	P	P	P	P	P	P	P	P
Convent/monastery	P	P	P	P	P	P	P	P
Convention center							C	C
Crematorium	P		P		P	P	P	P
Daycare center, adult	P	P	P	P	P	P	P	P
Daycare center, child	P	P	P	P	P	P	P	P
Daycare, registered home daycare or preschool	P	P	P	P	P	P	P	P
Dwelling:								
Artists' loft/studio	P	P	P	P	P	P	P	P
Assisted living facility (large)	P	P	P	P	P	P	P	P
Assisted living facility (small)	P	P	P	P	P	P	P	P
Group home (large) ³	P ³	P ³	P ³	P ³	P ³	P ³	P ³	P ³
Group home (small) ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴
Living quarter for caretaker or security guard	P	P	P	P	P	P	P	P
Manufactured home	P	P	P	P	P	P	P	P
Multi-family	P	P	P	P	P	P	P	P
Residential support (large) ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵
Residential support (small) ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶
Rooming (boarding) house	P	P	P	P	P	P	P	P
Single-family attached	P	P	P	P	P	P	P	P
Single-family detached		P		P		P		P
Single room occupancy	P	P	P	P	P	P	P	P
Twin home	P	P	P	P	P	P	P	P
Two-family	P	P	P	P	P	P	P	P
Eleemosynary facility	P	P	P	P	P	P	P	P
Exhibition hall							C	C

Farm stand	P	P	P	P	P	P	P	P
Farmers' market	P	P	P	P	P	P	P	P
Financial institution	P	P	P	P	P	P	P	P
Financial institution with drive-through facility						P		P
Flea market (indoor)	P	P	P	P	P	P	P	P
Flea market (outdoor)							P	P
Food processing					P	P	P	P
Funeral home	P	P	P	P	P	P	P	P
Gas station						P		P
Government facility	P	P	P	P	P	P	P	P
Government facility requiring special design features for security purposes	P	P	P	P	P	P	P	P
Grain elevator					P	P	P	P
Greenhouse	P	P	P	P	P	P	P	P
Hospital, including accessory lodging facility	P	P	P	P	P	P	P	P
Hotel/motel	P	P	P	P	P	P	P	P
House museum in landmark sites (see subsection 21A.24.010T of this title)	P	P	P	P	P	P	P	P
Industrial assembly					P	P	P	P
Laboratory (medical, dental, optical)	P	P	P	P	P	P	P	P
Laboratory, testing					P	P	P	P
Large wind energy system								
Laundry, commercial					P	P		

Library	P	P	P	P	P	P	P	P
Light manufacturing					P	P	P	P
Meeting hall of membership organization	P	P	P	P	P	P	P	P
Mixed use development	P	P	P	P	P	P	P	P
Mobile food business (operation in public right of way)	P	P	P	P	P	P	P	P
Mobile food business (operating on private property)	P	P	P	P	P	P	P	P
Municipal service uses, including city utility uses and police and fire stations	P	P	P	P	P	P	P	P
Mobile food court	P		P		P	P	P	P
Museum	P	P	P	P	P	P	P	P
Nursing care facility	P	P	P	P	P	P	P	P
Office	P	P	P	P	P	P	P	P
Office, publishing company	P	P	P	P	P	P	P	P
Office, single practitioner medical, dental, and health	P	P	P	P	P	P	P	P
Offices and reception centers in landmark sites (see subsection 21A.24.010 T of this title)	P	P	P	P	P	P	P	P
Open space	P	P	P	P	P	P	P	P
Park	P	P	P	P	P	P	P	P
Parking:								
Commercial (if located in a parking structure)	P	P	P		P	P	P	P
Commercial (surface lot) ⁷						P ⁷		P ⁷
Off site ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷
Park and ride lot ⁷						P ⁷		P ⁷
Park and ride lot shared with existing use						P		P
Performing arts production facility	P	P	P	P	P	P	P	P

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Philanthropic use	P	P	P	P	P	P	P	P
Photo finishing lab	P	P	P	P	P	P	P	P
Place of worship	P	P	P	P	P	P	P	P
Printing plant		P			P	P	P	P
Railroad passenger station	P	P	P	P	P	P	P	P
Radio, television station	P		P		P	P	P	P
Reception center	P	P	P	P	P	P	P	P
Recreation (indoor)	P	P	P	P	P	P	P	P
Recreation (outdoor)	P	P	P	P	P	P	P	P
Recycling collection station	P	P	P	P	P	P	P	P
Research and development facility	P	P	P	P	P	P	P	P
Research facility (medical)	P	P	P	P	P	P	P	P
Restaurant	P	P	P	P	P	P	P	P
Retail goods establishment	P	P	P	P	P	P	P	P
Plant and garden shop with outdoor retail sales area	P	P	P	P	P	P	P	P
With drive-through facility								
Retail service establishment	P	P	P	P	P	P	P	P
Furniture repair shop	P	P	P	P	P	P	P	P
Sales and display (outdoor)	P	P	P	P	P	P	P	P
School:								
College or university	P	P	P	P	P	P	P	P
Music conservatory	P	P	P	P	P	P	P	P
Professional and vocational	P	P	P	P	P	P	P	P
Seminary and religious institute	P	P	P	P	P	P	P	P
Seasonal farm stand	P	P	P	P	P	P	P	P
Social service mission and charity dining hall	C	C	C	C	P	P	P	P

Solar array					P	P	P	P
Stadium	C		C		C	C	C	C
Storage, self		P		P		P		P
Store:								
Convenience	P	P	P	P	P	P	P	P
Department	P	P	P	P	P	P	P	P
Mass merchandising	P	P	P	P	P	P	P	P
Specialty	P	P	P	P	P	P	P	P
Superstore and hypermarket						P		P
Warehouse club						P		P
Studio, art	P	P	P	P	P	P	P	P
Studio, motion picture					P	P	P	P
Theater, live performance ⁸	P ⁸	C ⁸	P ⁸	C ⁸	P ⁸	P ⁸	P ⁸	P ⁸
Theater, movie	P		P		P	P	P	P
Urban farm	P	P	P	P	P	P	P	P
Utility, building or structure ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹
Utility, transmission wire, line, pipe, or pole ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹
Vehicle:								
Automobile repair (minor)						P		P
Vending cart, private property	P	P	P	P	P	P	P	P
Warehouse						P		P
Wholesale distribution						P		
Wireless telecommunications facility (see section 21A.40.090 , table 21A.40.090E of this title)	P	P	P	P	P	P	P	P
Wireless telecommunications facility, exceeding the maximum	C	C	C	C	C	C	C	C

building height of the zone(see section 21A.40.090 , table 21A.40.090E of this title)								
Woodworking mill				P		P		P
Zoological park							C	C

Qualifying Provisions for Specific Land Uses:

1. “Pet Cemetery”: Subject to Salt Lake Valley health department approval.
2. “Community Correctional Facility, Small”: A community correctional facility is considered an institutional use and any such facility located within an airport noise overlay zone is subject to the land use and sound attenuation standards for institutional uses of the applicable airport overlay zone within chapter 21A.34 of this title.
3. “Group Home, Large”: No large group home shall be located within 800 feet of another group home.
4. “Group Home, Small.” No small group home shall be located within 800 feet of another group home.
5. “Residential Support (Large)”: No large residential support shall be located within 800 feet of another residential support.
6. “Residential Support (Small)”: No small residential support shall be located within 800 feet of another residential support.
7. Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.
8. “Theater, Live Performance”: Prohibited within 1,000 feet of a single- or two-family zoning district.
9. “Utilities, building or structure”, or “Utilities, transmission wire, line, pipe, or pole”: Subject to conformance to the provisions in subsection [21A.02.050B](#) of this title for utility regulations.

ATTACHMENT D: DEVELOPMENT GUIDELINES - PROPOSED

Transit Station Area Development Guidelines



DRAFT

October 6, 2016

Transit Station Area Development Guidelines

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Transit Station Area Development Guidelines

Development Around Transit Stations

Transit-oriented development (TOD) is more than simply a project next to a transit station and cannot be defined by a prescribed set of densities and mix of uses. True TOD is incorporated into the district or neighborhood surrounding the station. It is comprised of multiple new projects and existing developments. It includes a rich mix of choices and uses in a pattern of compact development and in a network of walkable streets, with access to transit neighborhood amenities with supporting design, and transportation choice.

Transit-oriented development ought to create unique places that are carefully integrated into the neighborhood and matched with the function of the station and the needs and desires of those who live and work nearby. The unique qualities of place within the context of the region and the corridor should drive the mix of use, residential density, building design and character of the district. All of these elements help create a sense of place, which may be as important to TOD as the transit service.

Transit stations provide an opportunity to create activity nodes within the City. The purpose of the Station Area Development Guidelines is to complement the TSA Zoning District regulations and implement the development principles identified in the Station Area Plans.

Transit Station Area Development Guidelines

Using These Guidelines

What are Development Guidelines?

Development Guidelines are a list of recommendations that should be used to guide new development within a transit station area. The guidelines are an integral part of the review process set forth in section 21A.26.078 TSA Transit Station Area Zoning District regulations. The intent of the Transit Station Area Development Guidelines is to reward high quality, desired development through the use of incentives (such as increased building height) and by allowing for a quicker review process.

How to use the Development Guidelines

These development guidelines are to be used by the City in the review process for each project located in the TSA zoning district. While the guidelines are voluntary, compliance with them entitles applicants to faster review and can guide new development and redevelopment towards implementing the vision in the station area plans. Designers and developers are encouraged to incorporate as many of the development guidelines as they reasonably can, which in turn will lessen the review process timeframe.

Each Guideline includes a value. The assigned value is based on several factors, including the importance of the guideline in terms of implementing the vision of a Station Area Plan or other applicable land use related policies of the City and the cost of addressing the guideline.

Development Guidelines should be addressed in all new projects. The Development Score is established by adding up the values of each guideline that has been incorporated into a project. Applicants have the ability to determine City review time of their proposal by achieving a high development score. This type of point and reward system allows desired development to be processed quicker.

The Development Guidelines are adopted by reference in the Transit Station Area Zoning District. The review process is outlined in the Zoning Ordinance. Any amendment to these guidelines should be reviewed as an amendment to the zoning ordinance. Any term in this document shall be defined as stated in Title 21A Zoning.

Submitting Required Information

An applicant is required to submit enough documentation with their Development Score application to verify that the proposal complies with the Development Guidelines they intend to use. This may include detailed site plans and building elevation drawings, lease agreements, precertification documents, legal agreements and approval from outside agencies, or any other documentation deemed necessary to determine if the project complies with the intent and specific requirements of each Development Guideline.

Transit Station Area Development Guidelines

Thresholds and Procedures

The Development Score Thresholds

The approval process for all new development in the TSA District is based on the development score. ~~A series of tiers has~~ Two tiers have been established, indicating which approval process is required. ~~The higher the Development Score, the more streamlined the approval process.~~

Those projects that are in Tier 1 require Planning Commission approval through the Conditional Building and Site Design Review Process and standards. The purpose of the Conditional Building and Site Design Review Process is to provide flexible implementation of the specific design requirements found in individual zoning districts. It is intended to help ensure that newly developed properties and redeveloped properties are designed to encourage pedestrian access, circulation and orientation while acknowledging the need for transit and automobile access. This process also requires public input prior to scheduling a public hearing with the Planning Commission.

~~Projects that are in Tier 2 require an Administrative Hearing prior to an Administrative Decision. This process allows for a relatively quick review and approval process, but still requires a public hearing.~~

Projects that achieve a development score in Tier 3 ~~2~~ are rewarded by allowing administrative approval without a public hearing. Tier 3 ~~2~~ was established so that those projects that are highly compliant with the vision of a station area plan have a streamlined approval process.

The decision made in each Tier is subject to appeal as outlined in the Zoning Ordinance.

Review Process

Tier	Approval Process	Estimated Time Frame*
Tier 1 Projects with a development score less than 50 125 points	Planning Commission	3-6 months
Tier 2 Projects with a development score between 50 and 99 points	Administrative Hearing	1-3 months
Tier 3 2 Projects with a development score more than 100 <u>125</u> points	Administrative Review	No additional time required after Development Score

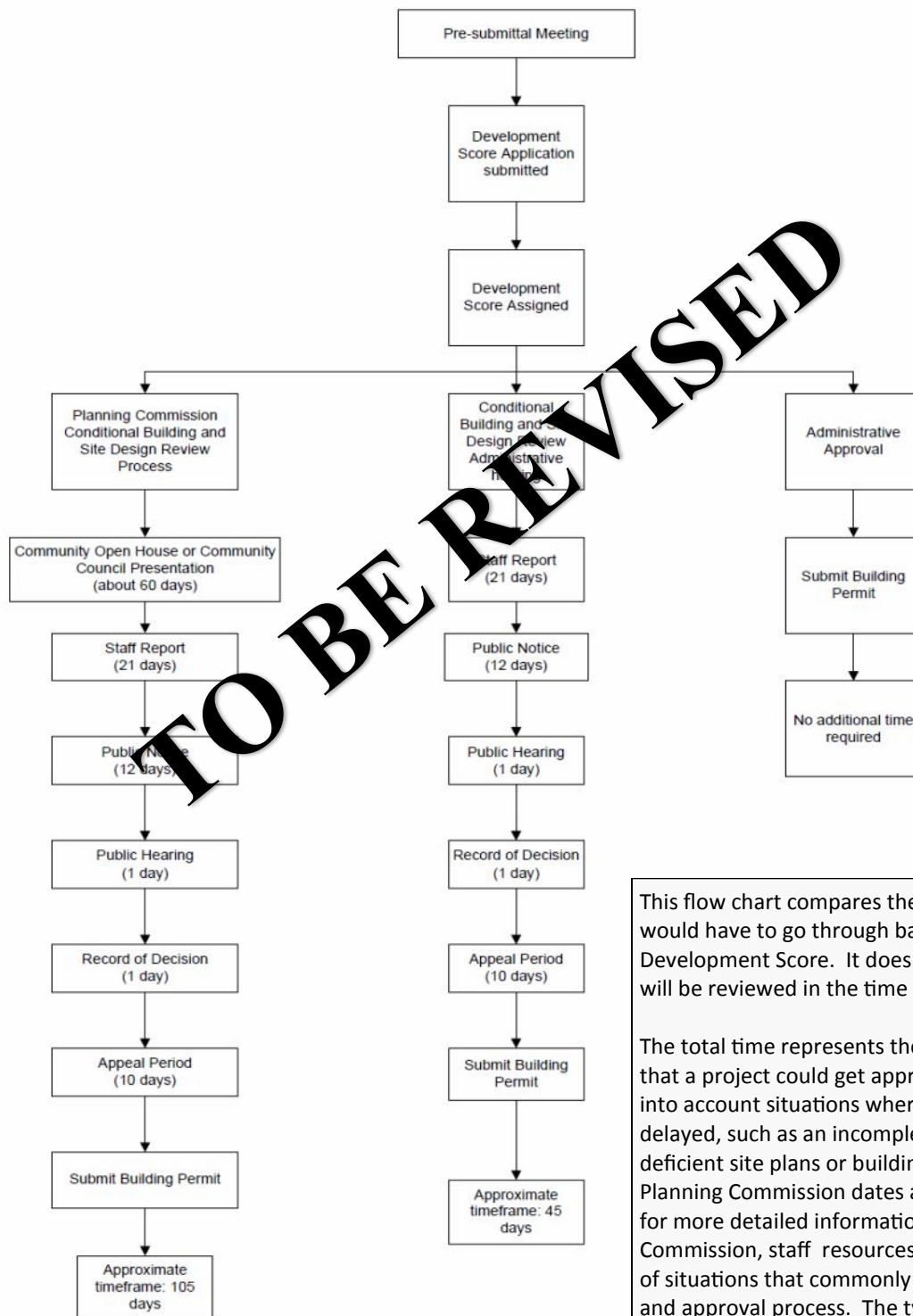
* The timeframes are estimates. Variables such as an incomplete application, lack of information, time until next available community council meeting or public hearing, and appeals may affect the estimated time frame for approval.

Certificates of Occupancy

In order to receive a certificate of occupancy, all projects are required to have an inspection verifying that the final building is substantially compliant with the assigned Development Score and/or any conditions of approval placed upon a project by the Planning Commission ~~or Administrative Hearing Officer~~. This inspection shall take place at a point in the construction process where substantial completion of each Development Guideline incorporated into the project can be verified.

Transit Station Area Development Guidelines

Flowchart of the Review Process



This flow chart compares the process that a project would have to go through based on the Development Score. It does not guarantee a project will be reviewed in the time frame indicated.

The total time represents the fastest possible time that a project could get approved. It does not take into account situations where a project may be delayed, such as an incomplete application, deficient site plans or building elevations, the Planning Commission dates and schedule, a request for more detailed information from the Planning Commission, staff resources and other similar types of situations that commonly arise during the review and approval process. The typical approval process is 3-6 months.

Transit Station Area Development Guidelines

High Value Guidelines

The Station Area Plans include some policies and strategies that require bold steps to implement. These projects may implement specific elements of a station area plan or implement a City-wide goal, such as increasing the housing supply.

The Development Guidelines place a high value on certain guidelines and concepts that help the City achieve its long-range planning goals. By placing a value on these items, it creates an incentive for new development and redevelopment to accomplish the City's goals and the goals identified in specific Station Area Plans. The following guidelines, if included in a project, carry a high value:

- A project that can be pre-certified as LEED Platinum or comparable;
- A project that is capable of producing 100% of its energy needs on site or is utilizing other off-site green energy sources for 100% of its on site needs.
- A project that provides a midblock walkway through the interior of a block;
- An exterior alteration to a property located in a local historic district or designated as a local landmark that is reviewed and approved by the Historic Landmark Commission; or
- A project that dedicates at least 33% of its housing units for affordable housing.
- ~~A project with 100% of its off street parking being located in an above grade parking structure;~~
- ~~A project with at least 75% of its off street parking requirement being located in an underground parking structure; or~~
- ~~A parking structure with 100% of the street facing facades being wrapped with habitable space.~~

Land Use Guidelines

Development within transit station areas requires a rich mix of uses that offer options for people to live, work, shop and play. The intent of the Land Use Development Guidelines is to create a reward system for new development and redevelopment projects that:

- Promote compact development by providing a certain residential density, maximize the ratio between floor area and lot area, and exceed the minimum requirements of the Zoning Ordinance.
- Include a vertical mix of land use;
- Provide some affordable housing in mixed income housing development;
- Provide ADA accessible dwelling units;
- Provide community serving land uses, day cares, schools, education facilities, community gardens, medical clinics and health and fitness centers; and
- Result in the redevelopment of surface parking lots to other land uses or structured parking.

1 DENSITY AND INTENSITY OF USE

Intensity of land uses should be maximized to implement the planning policies of a station area and to create a critical mass to support a rich mix of land uses and transportation options as well as increase the number of people walking, bicycling, and using public spaces.

A. Core Area Guidelines (points may only be obtained in one section)

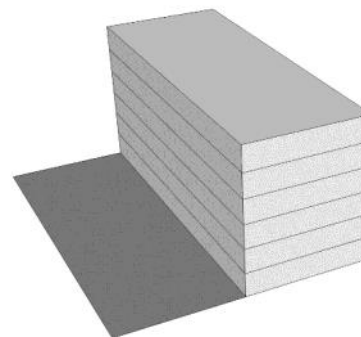
1. A project that meets at least one of the following requirements shall have 20 points added to its score:
 - a. More than 50 dwelling units per acre.
 - b. Buildings that are at least 80% of the allowable building height.
 - c. Buildings with a floor area ratio of 3 or more.
2. A project that meets at least one of the following requirements shall have 15 points added to its score:
 - a. More than 30 dwelling units per acre.
 - b. Buildings that are at least 70% of the allowable building height.
 - c. Buildings with a floor area ratio of 2 or more.
3. A project that meets at least one of the following requirements shall have 10 points added to its score:
 - a. More than 20 dwelling units per acre.
 - b. Buildings that are at least 60% of the allowable building height.
 - c. Buildings with a floor area ratio of 1 or more.



This four story multi-family residential project has a density of 100 dwelling units per acre and includes ground floor live-work space. The floor area ratio greater than 3.



This four story mixed-use project has a density of 47 dwelling units per acre and contains retail space on the ground level. The project, which includes surface parking, has a floor area ratio of 1.5.



This model demonstrates a floor area ratio of three. The six story building covers 1/2 of the lot area. A building that covered 100% of a lot would have to be three stories to have a floor area ratio of three.

1

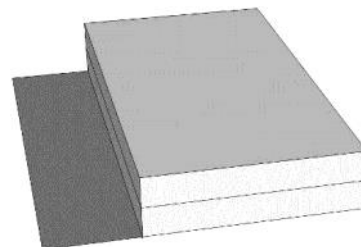
DENSITY AND INTENSITY OF USE *(continued)*

B. Transition Area Guidelines (points may only be obtained in one section)

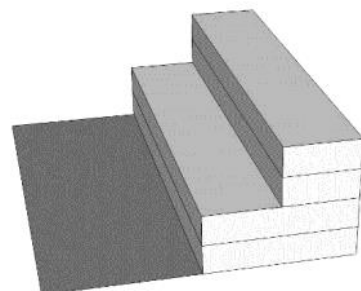
1. A project that meets at least one of the following requirements shall have 12 points added to its score:
 - a. More than 25 dwelling units per acre.
 - b. Buildings that are up to 80% of the allowable building height.
 - c. Buildings with a floor area ratio of 2 or more.
2. A project that meets at least one of the following requirements shall have 8 points added to its score:
 - a. More than 20 dwelling units per acre.
 - b. Buildings that are up to 70% of the allowable building height.
 - c. Buildings with a floor area ratio of 1.5 or more.
3. A project that meets at least one of the following requirements shall have 5 points added to its score:
 - a. More than 15 dwelling units per acre.
 - b. Buildings that are up to 60% of the allowable building height.
 - c. Buildings with a floor area ratio of 1 or more.



This single family attached residential project has a density of 18 dwelling units per acre. The floor to lot area ratio is 1.5.



In this model, a 2 story building occupies 3/4 of a lot. The floor to lot area ratio is 1.5.



This model demonstrates another example of a building with a floor to lot area ratio of 1.5. This four story building has 2 levels that occupy 1/2 of the lot area and two upper stories that occupy 1/4 of the lot area.

2 INTEGRATED MIX OF USES

Developments that include a vertical mix of uses are encouraged. A vertical mix of uses would include residential built above retail or office space, live-work units, office above retail or other similar arrangement where the use on the upper floors differs from the ground floor.

A. If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:

1. 100% - 20 points
2. 75 to 90% - 15 points.
3. 50 to 74% - 10 points.

4. A project that includes at least two uses that are different than existing uses on adjacent properties: 6 points.

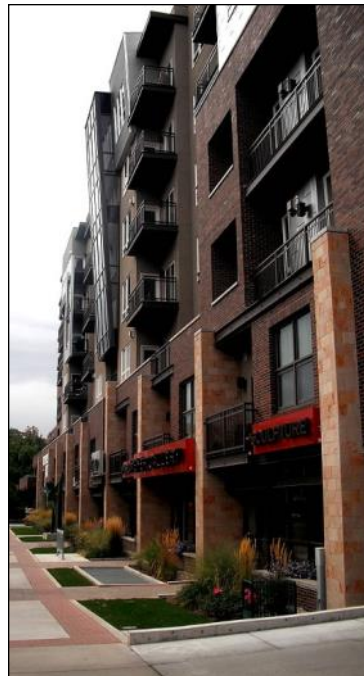
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



A vertical mix of uses helps create a vibrant, active and appealing transit oriented district.



This building contains live work space on the ground floor and second floor. Live work space is highly desirable because it allows people to live and work in the station area.



Ground floor uses should be active, oriented to the street and improve the overall quality of the streetscape.

3 MIXED INCOME HOUSING

Projects that include housing for a mix of income levels are encouraged. For the purpose of this incentive, mixed income housing is a project that includes market rate housing as well as affordable housing, which is no more than 60% of the area median household income. In order to obtain the points in this incentive, an applicant must include legally binding documentation that the affordable housing portion of the project will remain at that level for a period of at least 15 years.

A. A project that includes affordable housing available to those with 60% or less of the area median household income, for sale or lease, shall have the following number of points added to the development score:

1. 33% or more of the dwelling units: 40 points.
2. 20% or more of the total dwelling units: 30 points.
3. 10% or more of the dwelling units: 20 points.

B. An affordable housing project that is located in an area identified in the “Opportunity Index” map (as used in the latest available Utah Housing Corporation Allocation Plan) or its successor as determined by the Planning Director, with a rating of at least 3 or greater shall receive the following points:

1. Areas rated 5 or greater: 20 points.
2. Area rated 3 or greater: 10 points

This guideline applies to the Core and Transition Area. Points may be awarded in both categories.



This affordable residential building provides dwelling units of various sizes to accommodate different household sizes.



This building consists of dwelling units that are available to individuals that have incomes that are 60% of the median household income in the area.

4 ACCESSIBLE DWELLING UNITS

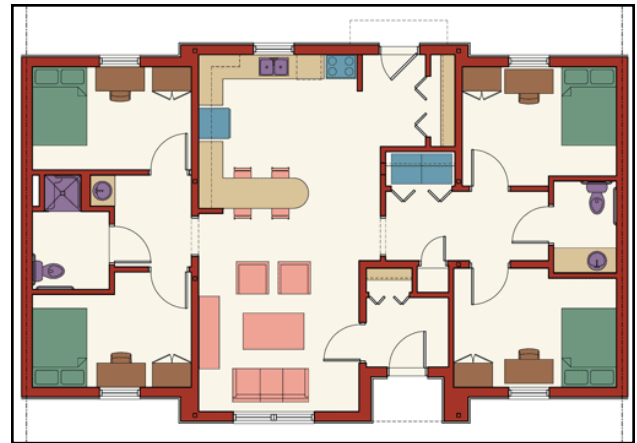
Projects that meet the minimum ADA requirements for accessible dwelling units are encouraged. Features of accessible dwelling units are intended to improve the physical and emotional health of individuals, enhance community diversity and reduce housing costs.

Applicants that seek to include this guideline towards the development score must submit documentation indicating compliance with federal ADA standards.

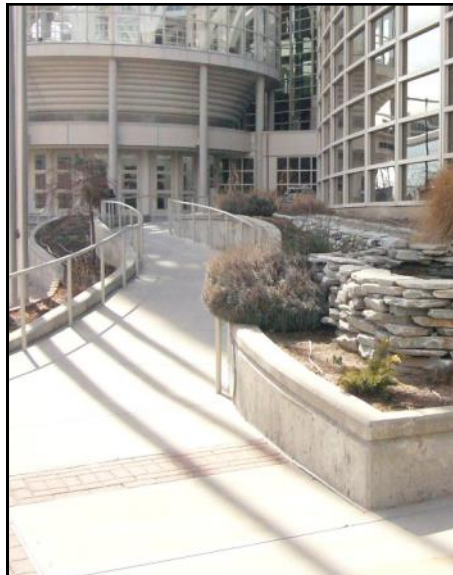
A. A project which includes dwelling units designed as ADA accessible shall have the following number of points added to the development score:

- At least 33% of the units: 8 points.
- At least 15% of the units: 5 points.
- At least 10% of the units: 3 points.

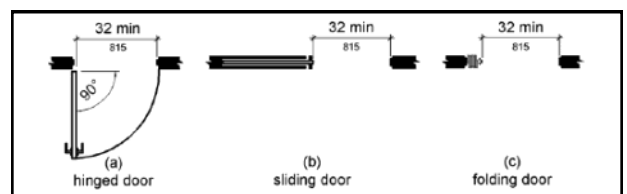
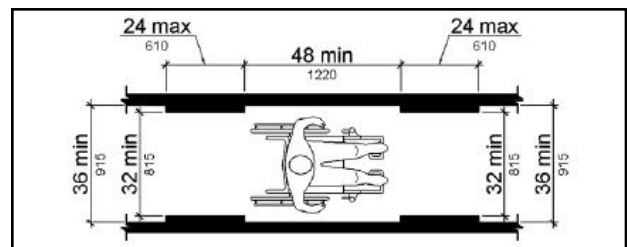
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Level and ramped entrances provides accessible access. This ramp provides safe, convenient access to the building directly from the sidewalk.



Accessible dwelling units typically include all amenities and features on a single level. Doors and hallways are required to meet minimum widths and counter and plumbing fixtures are set at lower heights.



5 COMMUNITY SERVING USES

Projects that provide space for community serving uses are encouraged. The following uses are considered community-serving uses: day cares, schools, education facilities, community gardens, medical clinics and health and fitness centers. Applicants seeking to include this guideline in the projects design score must provide legal documentation, such as lease agreements, to qualify. Those community serving uses that can be shown on a site plan, such as a playground, community garden, etc. shall be indicated on the submitted drawings. All community serving uses need to be accessible to the public to qualify for points.

A. Projects that include community serving uses, shall have the following points added to their score:

1. A minimum of 1500 square feet: 15 points.
2. A minimum of 1000 square feet: 10 points.
3. A minimum of 500 square feet: 5 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Conveniently located day care facilities allow people to drop children off at facility that is close to transit, home or work.



Community gardens can be incorporated into the open space of a project or serve as a temporary use to an undeveloped site.

6

REDEVELOPMENT OF SURFACE PARKING LOTS

Converting surface parking lots to new, active uses encourages compact development and promotes walkable streets.

A. A project that includes the redevelopment of an existing surface parking lot to an active use or structured parking shall have the following number of points added to the development score:

1. 50% or more of the existing surface parking lot is covered by new buildings: 15 points.
2. 35% or more of the existing surface parking lot is covered by new buildings: 10 points.
3. 25% or more of the existing surface parking lot is covered by new buildings: 5 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The parking lot above was recently redeveloped into a mixed use building with residential on the upper floors and commercial space on the ground floor.



New surface parking lots are not permitted in a station area.

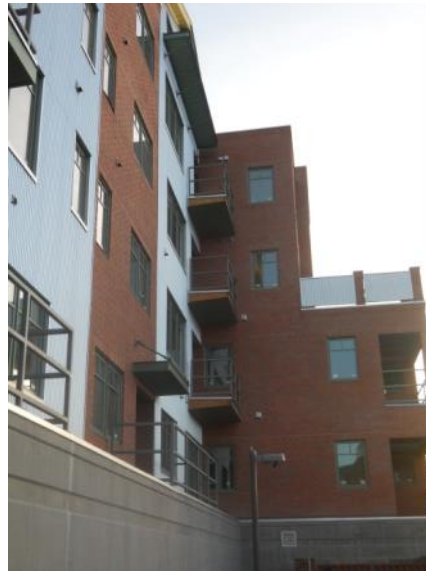
7 REDEVELOPMENT OF NONCONFORMING USES AND NONCOMPLYING BUILDINGS

Redevelopment or new development that replaces a nonconforming use with a permitted use in the TSA Zoning District or replaces a building that does not comply with the standards in the TSA zoning district is encouraged. The intent of this incentive is to encourage the removal of nonconforming uses near transit stations and replace them with uses that are more compatible with pedestrian and transit oriented developments and encourage the removal and replacement of buildings that do not meet the standards of the TSA zoning district.

A. A project that includes redevelopment of a site containing a nonconforming use or non-complying building shall have the following points added to its development score:

1. A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards: 10 points.
2. A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district: 5 points.

This guideline applies to the Core and Transition Area. These points do not apply to a project that negatively impacts a property within the H Historic Preservation Overlay District as determined by the Historic Landmark Commission.



This housing development was built on the site of a former surface parking lot. Surface parking lots as a primary use are considered nonconforming in the TSA zoning district.

8 REMOVAL OF BILLBOARDS

Although billboards are prohibited within the TSA zoning district, a number of billboards are present within the transit station areas. As part of redevelopment of properties, the removal of existing billboards is encouraged. Billboards often negatively impact the development potential of a property, primarily because a lease may include statements that prohibit blocking the view of the billboard which decreases the potential for redevelopment of the property.

A. A project that includes redevelopment of a site containing a billboard shall have the following points added to its development score:

1. An existing billboard is legally removed by the developer as part of a redevelopment project: 10 points.

This guideline applies to the Core and Transition Area



Billboards may lower the development potential of property.



Billboards can reduce the aesthetic quality of a well designed landscape.

Building and Site Design Guidelines

Building and site design are integral aspects of creating transit oriented districts and are essential parts of creating unique places. Developments are encouraged to create buildings that contribute to the look and feel of the district, and contribute to the overall safety and security of the neighborhood through:

- Implementing sustainable building, site, and open space concepts into the design of a project;
- Incorporating historic buildings into the design of a site;
- Including architectural details and elements on all sides of a building;
- Preserving and enhancing historical resources;
- Using high quality building materials that are durable, easy to maintain and functional;
- Adding variety, interest and activity to rooftops;
- Increasing the visibility from buildings onto public spaces through the use of windows, doors, balconies, etc.
- Using lighting to complement the architecture and site design of a project while improving the overall safety of sidewalks, walkways, public spaces, and parking areas;
- Integrating signs into the design of the building and the site so that they are visible from the sidewalk.

Private open spaces, as identified in the TSA zoning district, are encouraged to take into consideration sustainable design principles as they are planned and built. Renewable energy sources, water wise landscaping, storm water retention systems that are incorporated into the open space design, landscaped roofs, designs to reduce the heat island index of buildings and hardscape or similar measure that implements an adopted sustainable policy of the City qualify for this guideline.

A. A project that incorporates adopted sustainable policies of the City shall have the following points added to the development score:

1. The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City: 10 points.
2. The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline: 5 points.

This Guideline applies to the Core and Transition Area.



This rooftop garden helps reduce energy costs, reduces storm water runoff and provides places for people to gather.



Public spaces at transit stations should include amenities to make people feel comfortable, such as benches and shade.

10 GREEN BUILDING

Developments that utilize the US Green Building Councils® LEED® green building program process are encouraged. To qualify for these points, the applicant must submit documentation indicating that the design of the project has been certified through by the US Green Building Council.

- A. The following points will be awarded based on the level of LEED certification:
1. Platinum: 50 points.
 2. Gold: 40 points.
 3. Silver: 30 points.

This guideline applies to the Core and Transition Area. This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



11 ENERGY EFFICIENCY

Buildings that are designed with passive energy conservation systems, renewable energy sources and a focus on energy efficiency are encouraged. While zero-net energy buildings are difficult to plan and build, efforts to do so should be rewarded. All new buildings should be designed to be energy efficient. To qualify for the points in this guideline, documentation certified by a licensed engineer must be submitted.

- A. Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score:
1. The project is certified as having 100% of its energy needs served by renewable power, either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 50 points.
 2. The project is certified as having 50% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 25 points.
 3. Solar array: 5 points for every 500 square feet of solar panels. Maximum of 20 points.
 4. Geothermal heating and cooling systems: 10 points.
 5. The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features. 5 points.

This Guideline applies to the Core and Transition Area. For guidelines 1 through 4, points may only be obtained from one item.



Renewable energy sources can supplement, and may be able to provide 100% of the energy used to power a building.



This building uses overhangs on the windows to provide shade in the summer months, but maximize solar access in the winter.

12 360 DEGREE ARCHITECTURE

Buildings that face a transit station platform should incorporate architectural features, such as windows, projections, belt courses, changes in building material, pattern and other elements on all four sides of the building.

To qualify, each identified element is required to meet the following criteria:

- Windows: must account for at least 30% of the wall area and be inset a minimum of 2 inches from the exterior finish material.
 - Projections: must extend a minimum of 6 inches from exterior finish material.
 - Belt courses: must extend a minimum of 2 inches from adjacent building material.
 - Change in building material: must include an offset that is a minimum of 2 inches between materials.
 - Balconies: must be a minimum of 6 feet in depth and include at least 30 square feet. Mechanical equipment may not be located on a balcony.
 - Other elements: other elements may be used, provided they create offsets, projections, or change in material that are a minimum of 6 inches.
- A. A project that incorporates architecture features on building facades that are not adjacent to a street shall have the following number of points to the development score:
1. Architectural detailing is wrapped around all four sides: 20 points.
 2. Architectural detailing is wrapped around both side facades of a building, but not on the rear façade: 15 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Prominent cornices, belt courses, and a rhythm of voids (windows) to solids (walls) are included on the sides of these buildings that are not adjacent to a street but are still visible from public spaces.



Breaks in wall planes, balconies, change in material, projections and bays add visual interest to the back and side of this building.

13 HISTORIC PRESERVATION

Projects that preserve, rehabilitate, restore or reuse a structure, as defined by the Secretary of the Interior Standards, listed on the National Register of Historic Places or the Salt Lake City Register of Cultural Resources are encouraged.

The regulations and processes in Section 21A.34.020 of the Zoning Ordinance apply to any property in a locally designated historic district or listed on the Salt Lake City Register of Cultural Resources. A property listed on the National Register of Historic Places shall comply with the Secretary of Interiors Standards for preservation, rehabilitation or restoration in order to receive this incentive.

A. Projects that preserve, rehabilitate, restore, reuse a historic property or new construction that contributes to the character of a historic property or district shall have the following points added to the development score:

1. Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site: 40 points.
2. National Register: State Historic Preservation Office review and approval of exterior alterations to buildings not locally designated, but on the national register and seeking federal tax credits: 40 points.
3. Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director: 20 points.
4. Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020: 5 points.
5. Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34: 50 points



The life of historic buildings can be prolonged by regular maintenance and finding new uses to occupy the space.



Every effort should be made to preserve historic buildings. This picture shows the preservation of a historic structure where damaged or missing historic materials have been replaced with matching materials.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.

14 BUILDING MATERIALS

Exterior building materials should consist of durable, high quality materials that are easy to maintain. Durable, high quality materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be approved at the discretion of the Planning Director if they are durable and appropriate for the structure. Materials should be compatible with the architecture of the building.

Projects that incorporate high quality, durable and low maintenance building materials shall have the following points added to its development score:

1. At least 80% of the street facing façades above the ground floor are clad in durable, high quality materials, as listed above, excluding glazing, doors, and trim: 20 points.
2. At least 70% of the street facing façades above the ground floor are clad in high quality, durable materials as listed above, excluding glazing, doors, and trim: 15 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



High quality and durable building materials are encouraged for the entire building façade.



Brick, stone and other durable materials are required on the first floor of buildings.



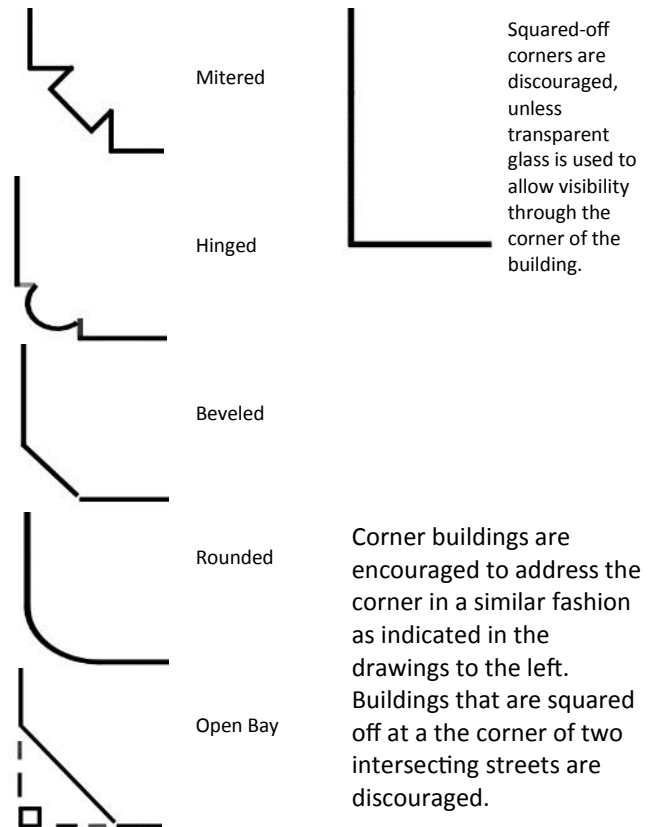
Synthetic stucco or exterior insulation and finishing systems (EIFS) are discouraged and do not qualify for this guideline.

15 CORNER BUILDINGS

Buildings on corner lots should be oriented to the corner and public streets. Corner entrances are encouraged. Corner buildings should have taller portions of the building and a high level of architectural design or detail.

- A. Buildings located on the corners of intersecting streets that address both streets shall have the following number of points added to the design score:
1. When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature: 10 points.
 2. ~~A corner building is designed with a visual emphasis placed on the corner to make the building more prominent. This may include additional height, a change in material, or change in architectural detail: 10 points~~

This guideline applies to the Core and Transition Area.



This building includes an entrance on the corner.



This building uses a rounded corner to address the intersection.

16 ROOFTOP DESIGN AND USE

The design and shape of the roof of buildings help define the skyline and add variety and character to a station area. Active spaces on rooftops are preferred. Rooftop uses provide space for active use by building occupants and visitors and provide space for the location of renewable energy equipment, such as solar collection panels.

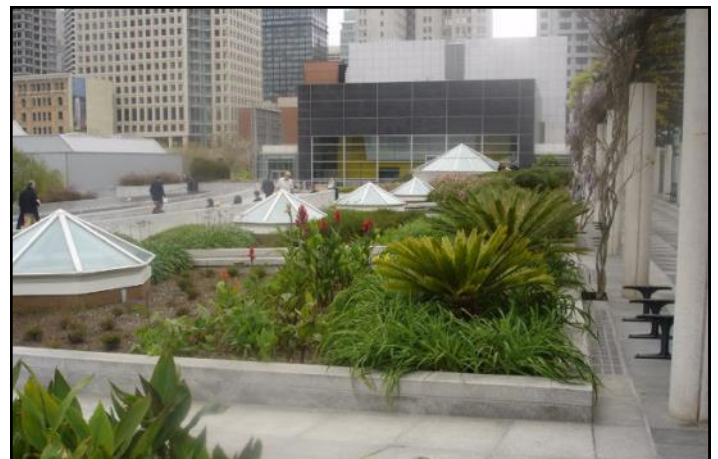
- A. A project that incorporates a rooftop use shall have the following points added to the design score:
1. A rooftop of a building is used as a common space for the building occupants. 6 points.
 2. A roof includes at least one of the following design features: 5 points
 - Two or more sloping planes that are visible from a public street.
 - An arched or barrel vaulted design.
 - A distinguishable cornice or parapet.
 - Overhangs that are a minimum of 12 inches in depth to create a shadow line.



Sloped roofs should be integrated into the architecture of the building. Sloped roofs should have a minimum pitch of 6/12.

Flat roof buildings should include parapets with variable height and/or changes in setback.

This Guideline applies to the Core and Transition Area.



When possible, rooftops are encouraged to include public or private outdoor space.

17 EYES ON THE STREET & PUBLIC SPACES

Increasing the ability for people to see the public streets and sidewalk areas creates an environment where people are comfortable and have a feeling of safety. Projects that include openings onto the street, plazas, mid-block walkways, and similar features are encouraged.

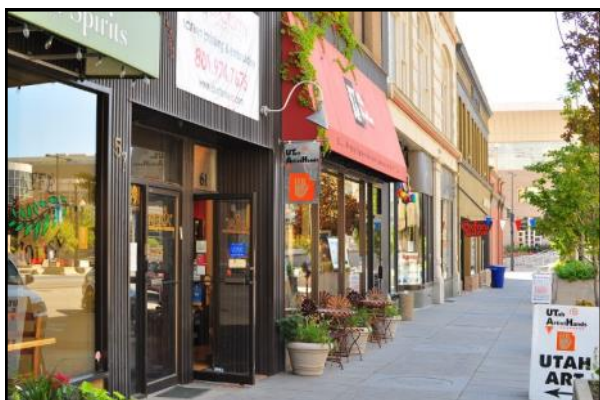
A. Buildings that are designed to have windows, doors, balconies or other similar features facing public streets and open spaces shall have the following points added to the development score:

1. Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 5 feet and include at least 30 square feet of space: 15 points.

This guideline applies to the Core Area and Transition Area.



Balconies can increase the number of people looking onto a street.



Store fronts that open to the street increase the safety of the public spaces.



The safety of open spaces can be enhanced by windows and doors that face and open to the open space.

18 LIGHTING

Lighting located on the building and the site should be integrated into the architecture of the building and be compatible with the context of the site. Lighting should emphasize the ground floor store fronts and spill out onto the sidewalk. All lighting should be screened so that it does not negatively impact adjacent property and shines down instead of up.

A. A project that includes a lighting plan that accomplishes at least one of the following: 6 points.

- Casts light from store fronts onto the sidewalk;
- Highlights unique architectural features of a building;
- Highlights artwork or unique landscape features

This guideline applies to the Core and Transition Area.



Store front lighting should cast some light out onto the sidewalk.

Parking lot lighting should be no taller than 25 feet tall and include full cutoff fixtures that prevent light from negatively impacting adjacent properties.



Lighting on building facades should be compatible with the architecture of the building.



Landscape lighting can be used to highlight unique landscape features and help improve the safety of public spaces.

19 SIGNS

Signs along public streets should be clear, informative, and durable. Signs that are visible to pedestrians from the sidewalk on the same side of the street are encouraged. All signs are required to comply with the standards of the zoning ordinance.

- A. Signs that meet the intent of this guideline shall have the following points added to the development score:
1. A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign): 2 points.
 2. An awning or canopy sign that is integrated into the design of the building: 2 points.
 3. A monument sign that is integrated into the site and compatible with the building architecture: 2 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Monument signs are acceptable, but they should be located in locations where they do not block the visibility at streets and driveways.



Signs that are perpendicular to the street facing façade are preferred. Such signs could include interesting mounting brackets, unique lighting and be integrated into the design of the building.



Awning signs should complement the architecture of the building and when placed over a building entrance, can provide temporary shelter for visitors as they enter the building.

Public Spaces Guidelines

Public spaces are important elements of a successful transit oriented neighborhood. Public spaces provide places for people to gather, to view public life, to relax and to play. In urban settings, public spaces provide nodes of activity and increase the number of people using the street and sidewalk. Successful public spaces are inviting and create a sense of safety. New development and redevelopment projects are encouraged to:

- Include open spaces that are accessible to building occupants and the public when feasible;
- Include pedestrian-oriented amenities to invite people into the space; and
- Incorporate public art into the design of the space.

20 PUBLIC SPACES AND PLAZAS

Active, safe and inviting open spaces are encouraged in all development. Open space that complements the building and site, or enhance the public realm are desired. Public spaces and plazas are required to include useable space that may include outdoor dining, terraces, courtyards, playgrounds, community gardens, and patios. This guideline applies to those projects that include more open space than what is required by the zoning ordinance.

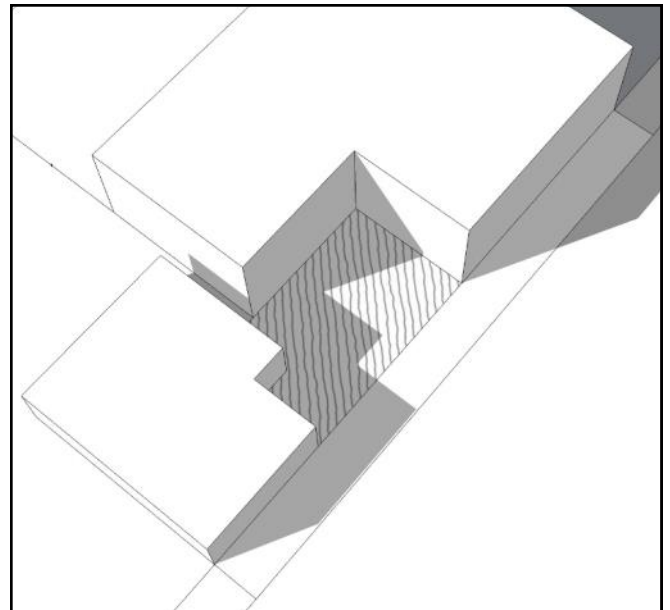
A. Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way, shall have the following number of points added:

1. A project includes a minimum of 15% of the total lot area: 15 points.
2. A project includes a minimum of 10% of the total lot area: 10 points.
3. A project includes a minimum of 5% of the total lot area: 5 points.
4. A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable: 3 points.

This guideline applies to both the Core and Transition Area. Points may only be obtained from one item.



Active open spaces should be designed to be safe and inviting. This plaza is an example of a small scale plaza that is similarly scaled to the smaller buildings adjacent to it.



This model shows a plaza adjacent to a sidewalk. The buildings frame the plaza, allow visibility into the space from the sidewalk and the adjacent buildings and could contain a number of active uses, such as outdoor dining or vending carts.



This plaza is large and inviting. The scale of the plaza matches the scale of the area around it.

21 STREETSCAPE AMENITIES

A mix of amenities in an open space not only provides outdoor space for building occupants, but when located next to a public sidewalk or path, invite passersby into the space. Benches, tables, planters, drinking fountains, water features, lighting and decorative refuse containers are just a few of the amenities that are encouraged to be included in open spaces.

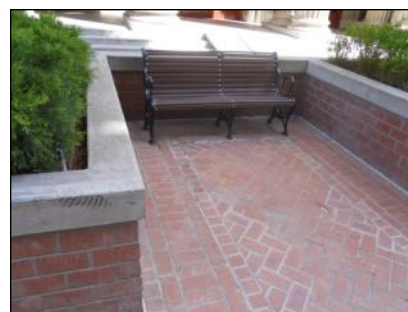
A. A project that includes street furniture, pedestrian amenities, public art or other similar features intended to improve the streetscape shall have the following number of points added:

1. At least four street furnishings: 3 points.
2. At least three street furnishings: 2 points.
3. At least two street furnishings: 1 points.

This guideline applies to both the Core and Transition Areas. Points may only be obtained from one item.



Public amenities can include tables, flower planters, trash cans, benches, and drinking fountains.



22 PUBLIC ARTWORK

Public art that is incorporated into a development is encouraged. Art should be highly visible to the public and create opportunities for surprise, wonder, interest, contemplation, reflection, interaction and play that express community life and identity.

- A. Projects that include public art in a location where it is readily visible from a public space: 2 points per art piece, up to a maximum of 6 points.

This guideline applies to the Core and Transition Area.



Art work should be incorporated into the context of the site where it is located. The function of space, the relationship to public spaces, and the context of the physical environment should be considered when placing artwork.



Interactive artwork and artwork that is incorporated into fences, screening, seating and way finding signage is encouraged. This public bench was commissioned as part of a Redevelopment Agency art project.



Incorporating art work into a project is encouraged.

Circulation Guidelines

A well thought out and connected circulation network is necessary to integrate transit into a neighborhood, improve the pedestrian and bicycle environment, increase transit use, improve air quality and reduce the use of the private automobile. A multi-modal circulation system works best when it is safe and convenient. Development and redevelopment within station areas is encouraged to create safe walkways, bicycle paths, and automobile routes throughout the site by:

- Providing streets, sidewalks, paths and trails through the site that connects to public streets, sidewalks, paths, trails, open space, adjacent development and neighborhoods;
- Providing safe and secure bicycle related amenities;
- Providing direct access to transit; and
- Providing mid-block walkways to break up the walking distances where there are large blocks and parcels.

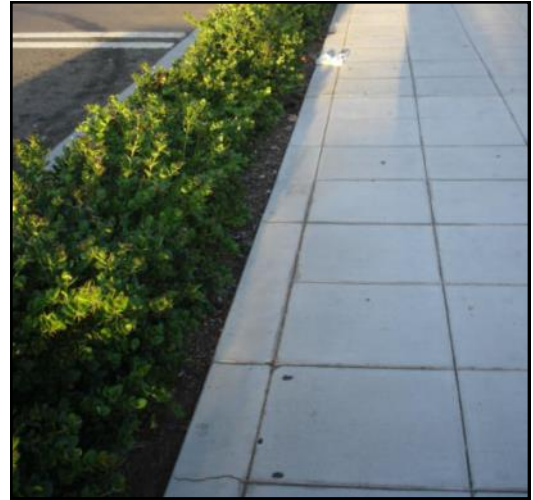
23 CONNECTIONS & WALKWAYS

All new development and redevelopment is encouraged to include pedestrian walkways from all buildings, parking lots and private open space to existing or planned public sidewalks, open space and trails. Walkways through surface parking lots should be located within landscaped islands or separated from vehicle drive aisles. Where walkways cross drive aisles, the walkway should be designed to be clearly visible, either through a change in materials, color, or height.

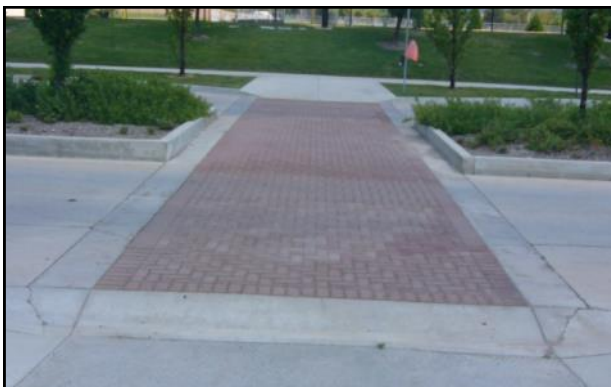
A. Projects that include connections and walkways from buildings, parking lots and private open space to public spaces, shall have the following number of points added to their development score:

1. Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles: 4 points.
2. Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces: 4 points.

This guideline applies to the Core and Transition Area.



Pedestrian walkways should be separated from drive aisles. This low hedge provides a clear separation.



This different paving in this crosswalk makes it more visible.



Walkways can connect development to open spaces.

24 BICYCLE AMENITIES

The promotion of bicycle use is encouraged throughout the station areas. Bicycle parking should be well designed, conveniently located, and well secured in order to promote increased use of bicycles.

- A. A project that includes bicycle parking amenities in addition to what is already required in the zoning ordinance shall have the following points added to the development score:
1. The project includes lockers, changing rooms for cyclists and showers: 6 points.
 2. The project includes any bicycle amenity identified on this page: 3 points.
 3. The project incorporates art into the design of the bicycle amenities: 3 point

This guideline applies to the Core and Transition Area.

Bicycle Amenities	
Covered, secured bicycle parking	<u>Secure, indoor bicycle storage</u> for residents in multi-family buildings
Changing rooms	Lockers
Showers	Bicycle sharing programs.



Secured bicycle facilities add an additional level of safety for those commuting by bicycle. This facility is located inside of a building so bicycles are also protected from the weather.



Bike racks come in various forms and can be designed to be part of a public space.



Bicycle parking can also serve as public art.

25 ACCESS TO TRANSIT

New development is encouraged to be located within walking distance to a transit station. The closer a development is to the station the more likely transit ridership from that development will increase. This incentive applies to any TRAX or Frontrunner station platform or any bus stop where three or more separate bus routes come together.

A. A project located within close proximity to a transit station shall have the following number of points added to the development score

1. Within 300 feet, measured along the most direct, legal walking path: 15 points
2. Within 750 feet, measured along the most direct, legal walking path: 10 points.
3. Within 1500 feet, measured along the most direct, legal walking path: 5 points.

B. A multi-family residential development that provides transit passes to residents through the City's transit pass program for a minimum period of three years from the development's initial occupancy. Passes shall be available for free to residents at request. At least one pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required: 15 points

This guideline applies to the Core and Transition Area.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.

Projects that are closer to a station platform are more likely to increase pedestrian, bicycle and transit use and are more desirable.



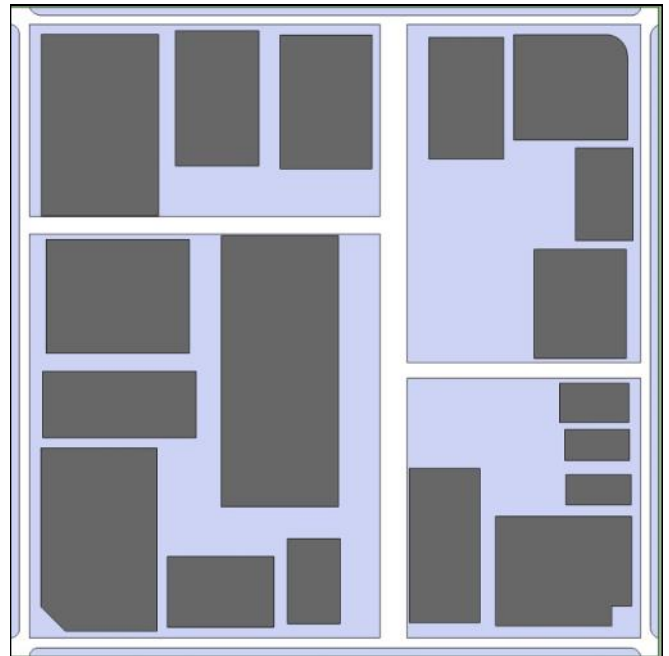
26 PUBLIC WALKWAYS INTERIOR TO THE BLOCK

Projects that improve the overall circulation and connectivity of a station area are encouraged. Providing walkways through a development improves how people move around and helps to break up the large blocks in the City. Walkways can be designed to be used for people walking, biking and if designed right, shared with cars. To qualify for these points, the walkways cannot be fenced or gated.

A. A development that includes public walkways through the interior of blocks that meets the qualifications below shall have the following points added to the development score:

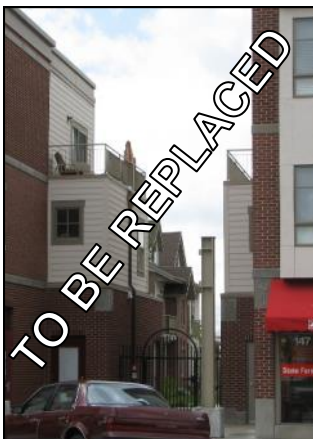
1. The project includes a narrow street or alley through the project that accommodates people walking, biking and driving. 30 points
2. The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties: 20 points.

This guideline applies to the Core and Transition Area.



This mid block walkway provides access to a residential development. The walkway is wide enough to allow visibility into and out of the space.

Midblock walkways can break up the large blocks commonly found in Salt Lake City. If designed with safety in mind and create interesting places, they can improve the pedestrian environment. When used in conjunction with small alleys, midblock walkways can provide access to parking areas.



Midblock walkways can improve the circulation network in a transit station area.

Parking Guidelines

A successful transit neighborhood must be able to accommodate motor vehicles. While the overall goal of a transit oriented district is to reduce the overall use of an automobile, private motor vehicles are necessary to support local businesses and to provide service to a variety of land uses. Well designed, safe, convenient parking areas can reduce the conflicts between pedestrians, bicycles and automobiles while contributing to the overall success of a transit district. Development and redevelopment are encouraged to:

- Provide parking in well designed at grade or below grade parking structures that are compatible with the desired character of the district;
- Wrap above grade parking structures with habitable space;
- Share parking between uses in the same development or those nearby;
- Promote alternative vehicle use by providing parking for scooters, mopeds, motorcycles and alternative fuel vehicles.

27 PARKING STRUCTURE DESIGN

Parking structures have the potential to negatively impact the character of an area. This impact can be reduced if the parking structure is designed in a way that reduces the visual impact.

A. Parking structures that meet all of the following items:

1. 100% of the parking structure is wrapped with high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades: 25 points
2. 75% of the parking structure is wrapped in high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades: 20 points
3. For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify: 25 points

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The parking structure in the foreground is designed with a rhythm of openings and building materials that complement the building. This parking structure is wrapped with office space adjacent to the street. The parking structure in the background does not reflect the desired design concepts.



Parking structures should be well designed and reflect the architecture detailing of the building they support.



28 ALTERNATIVE FUEL VEHICLE PARKING

Projects are encouraged to provide dedicated parking for alternative fuel vehicles, mopeds and motorcycles. These types of vehicles may reduce air pollution and require less space on the roads and in parking areas.

A. Alternative fuel vehicle parking: Projects that include dedicated parking stalls for alternative fuel vehicles, scooters, mopeds or motorcycles shall have the following points added to the development score:

1. Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles: 5 points.
2. A project includes dedicated parking stalls/equipment for a car sharing program: 3 points.
3. A project includes a charging station for electric vehicles:
 - Level 1 station: 2 points per stall, max. of 6 points.
 - Level 2 station: 3 points per stall, max of 9
 - Level 3 station: 4 points per stall, max of 12

This guideline applies to the Core and Transition Area. ~~Items 1 and 2 cannot be used together.~~



This grocery store provides dedicated parking and charging stations for electric vehicles.



Dedicated parking for alternative fuel vehicles.



If provided, motorcycle and scooter parking is in addition to the minimum parking requirement in the Transit Station Area Zoning District. The motorcycle and scooter parking shall not count towards the maximum parking requirement.

29 PARKING RATIO

Providing off street parking in structures, either below or above grade, allows for a compact development pattern and a better use of the land in a station area. The use of structured parking is encouraged.

A. Projects that provide parking ratios as indicated below:

1. Residential developments with a parking ratio less than 1 stall per unit: 25 points.
2. Residential development with a parking ratio less than 1.25 stall per unit: 15 points.
3. Non-residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet: 20 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.

Community Engagement Guidelines

Neighborhood residents are knowledgeable of local conditions and can provide valuable input to developers regarding potential development in their community and its potential impacts. Points in this guideline are intended to incentivize and reward informing and engaging the community about future development activity.

29 NEIGHBORHOOD INPUT

Informing the community about new development and engaging them in a conversation about development can result in a better product. These points are provided to incentivize developers to engage the community about their development proposals.

- A. Projects that have been presented to the associated community council and have notified residents and property owners within 300 feet via mail about when and where the community council presentation will be held: 10 points
- B. Projects that have been presented at an open house for the proposal on the development site and have notified residents and property owners within 300 feet via mail about when and where the open house will be held: 10 points

This guideline applies to the Core and Transition Area. Points can only be obtained from one item.

ATTACHMENT E: DEVELOPMENT GUIDELINES – CHECKLIST

Transit Station Area (TSA) Development Guideline Existing Checklist and Proposed Revisions Summary Sheet

Refer to the [Transit Station Area Development Guidelines](#) for more information on each Guideline and Specific Requirements

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
Land Use	Intensity/Density: (Applicable to Core Area Only. A project can only get points from one of the lines in this guideline).	More than 50 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ration of 3 or more.	20	No Change			
		More than 30 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 2 or more.	15	No Change			
		More than 20 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	10	No Change			
	Intensity/Density: (Applicable to Transition Area only. A project can only get points from one of the lines in this guideline).	More than 25 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ratio of 2 or more.	12	No Change			
		More than 20 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 1.5 or more.	8	No Change			
		More than 15 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	5	Clarified 60% of building height in development guideline document to match existing checklist	No change	No change	
	Mix of Uses: If the ground floor of a building is designed for retail, restaurant, or other active use than what the floors above are used for, the following points shall be added to the development score	100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	10	Increased points, change to street facing space rather than entire ground floor	Mixed Use: If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:	100%	20
		At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	8	Increased points, change to street facing space rather than entire ground floor		75-99%	15
		At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	6	Increased points, change to street facing space rather than entire ground floor		50-74%	10

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		A project that includes at least two uses that are different than existing uses on adjacent properties.	6	No Change			
	Mixed Income Housing: A project that includes affordable housing available to those with 80% less of the median household income of the City for sale or lease	33% or more of the total dwelling units.	30	Removed 80% and below allocation to focus on 60% and below.	Removed.	Removed.	0
		20% or more of the total dwelling units.	15	Removed 80% and below allocation to focus on 60% and below.		Removed.	0
		10% or more of the total dwelling units.	10	Removed 80% and below allocation to focus on 60% and below.		Removed.	0
				New standard for 60% and below AMI affordable	Mixed Income Housing: A project that includes affordable housing available to those with 60% or less of the median household income of the City for sale or lease shall have the following number of points added to the development score:	33% or more of the total dwelling units.	40
				New standard for 60% and below AMI affordable		20% or more of the total dwelling units.	30
				New standard for 60% and below AMI affordable		10% or more of the total dwelling units.	20
				New standard to incentivize incorporating affordable housing in areas with high opportunities.	An affordable housing project that is located in an area identified in the "Opportunity Index" map (as used in the latest available Utah Housing Corporation Allocation Plan) or its successor as determined by the Planning Director, with a rating of at least 3 or greater shall receive the following points:	Areas rated 5 or greater: 20 points	20
						Area rated 3 or greater: 10 points	10
	Accessible Dwelling Units: A project which includes dwelling units designed as ADA compliant	33% or more of the total dwelling units.	8	No Change			
		15% or more of the total dwelling units	5	No Change			
		10% or more of the total dwelling units.	3	No Change			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Community Serving Uses: Refer to the Transit Station Area Development Guidelines for qualifying uses.	A minimum of 1500 square feet.	15	No Change			
		A minimum of 1000 square feet	10	No Change			
		A minimum of 500 Square feet	5	No Change			
	Redevelopment of Surface Parking Lots.	50% or more of the existing surface parking lot is covered by new buildings.	15	No Change			
		35% or more of the existing surface parking lot is covered by new buildings.	10	No Change			
		25% or more of the existing surface parking lot is covered by new buildings.	5	No Change			
	Redevelopment of Nonconforming Use or Noncomplying Building	A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards.	10	No Change			
		A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district.	5	No Change			
	Removal of Billboards	An existing billboard is legally removed by the developer as part of a redevelopment project.	10	No Change			
Building and Site Design	Sustainable Site and Open Space Design	The project utilizes a renewable energy	15	Removed, Redundant as Energy Efficiency points	Removed	Removed	Removed
		The project utilizes a roof design, such as a	10	No Change			
		The project utilizes landscape designs and materials that conserves energy, reduces	5	No Change			
	Green Building: based on the ICC National Green Building Standard	Emerald	50	Change from ICC to LEED green building program certification, ICC not as well known or used. Points unchanged.	Green Building: based on the LEED green building program	Platinum	50

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		Gold	40			Gold	40
		Silver	20			Silver	30
	Energy Efficiency	The project is capable of producing 100% of its power through renewable sources as documented by a licensed engineer.	50	Changed to account for off-site solar	Energy Efficiency: Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score:	The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power,	50
		The project is capable of producing 50% of its power through renewable sources as documented by a qualified, licensed engineer.	25	Changed to account for off-site solar		The project is certified as having 50% its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be	25
		The project is capable of producing 25% of its power through renewable sources as documented by a qualified, licensed engineer.	10	Changed to Solar array points		Solar array: 5 points for every 500 square feet of solar panels. Maximum 20 points.	5 points for every 500 square feet of solar panels. Maximum 20 pts.
		The project is capable of producing 10% of its power through renewable sources as documented by a qualified, licensed	5	Changed to Geo-thermal points		Geothermal heating and cooling systems: 10 points.	10
		The project is designed with passive, energy efficient features that are capable of reducing the energy needs of the building by at least 25%.	5	Changed to not require specific energy off-set		The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features.	5
	360 Degree Architecture	Architectural detailing is wrapped around all four sides.	20	Changes to qualifying criteria to require specific elements, see Guideline document, no change to points			
		Architectural detailing is wrapped around both side facades of a building, but not on the rear façade.	15	Changes to qualifying criteria to require specific elements, see Guideline document, no change to points			
	Historic Preservation	Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.	40	No Change			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		National Register: State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits.	20	Clarified that property needs to be on national register and increased to 40 points to encourage preservation of historic structures outside of historic districts.		National Register: State Historic Preservation Office review and approval of exterior alterations to buildings not locally designated, but on the national register and seeking federal tax credits	40
		Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the	20	No Change			
		Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	5	No Change			
		Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.	50	No Change			
	Building Materials	The entire street facing façade, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed in the Transit Station Area Development Guidelines.	15	Change to 80% clad in durable materials and focuses on upper floors due to default requirement for ground floor. Increased points to encourage use		At least 80% of the street facing façades above the ground floor are clad in durable, high quality materials, as listed above, excluding glazing, doors, and trim	20
		Other than glazing, doors and trim materials, projects that have a minimum of 50% of the street facing façade clad in durable, high quality building materials as listed in the Transit Station Area Development Guidelines.	10	Change to 70% clad in durable materials and focuses on upper floors due to default requirement for ground floor. Increased points to encourage use		At least 70% of the street facing facades above the ground floor are clad in high quality, durable materials as listed above, excluding glazing, doors, and trim	15

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Corner Buildings	When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature.	10	No Change			
		A corner building is designed with a visual emphasis placed on the corner to make the building more prominent. This may include additional height, a change in material, or change in architectural detail.	10	Removed.			
	Rooftop Design and Use	A rooftop of a building is used as a common space for the building occupants.	6	No Change			
		A roof includes at least one of the following design features: 5 points Two or more sloping planes if the roof is pitched; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs significant enough to create a shadow line; Variations in height of parapets of at least 2	5	Revised sloping plans requirement and added overhang depth. No change in points.		A roof includes at least one of the following design features: 5 points Two or more sloping planes visible from a public street; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs that are a minimum of 12 inches in depth to create a shadow line	5
	Eyes on the Street and Public Spaces	Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space.	5	Add minimum depth for balconies of 6 feet, with 30 sq ft of space		Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 6 feet and include at least 30 square feet of space	15

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Lighting	A project that includes a lighting plan that accomplishes at least one of the following: Casts light from store fronts onto the	6	No Change			
	Signs	A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign).	2	No Change			
		An awning or canopy sign that is integrated into the design of the building.	2	No Change			
		A monument sign that is integrated into the site and compatible with the building architecture.	2	No Change			
Public Spaces	Public Spaces and Plazas	A project includes a minimum of 15% of the total lot area.	15	No Change			
		A project includes a minimum of 10% of the total lot area.	10	No Change			
		A project includes a minimum of 5% of the total lot area.	5	No Change			
		A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable (must be within 330 feet of transit station).	3	No Change			
	Streetscape Amenities	At least 4 street furnishings	3	No Change			
		At least 3 street furnishings	2	No Change			
		At least 2 street furnishings	1	No Change			
	Public Artwork	At least 1% of the project budget is dedicated to public art.	8	Changed to 2 points per art piece, up to a 6 pt maximum		Projects that include public art in a location where it is readily visible from a public space	2 points per art piece, up to a maximum of 6 points.
		At least 0.5% of the project budget is dedicated to public art.	4	Removed			

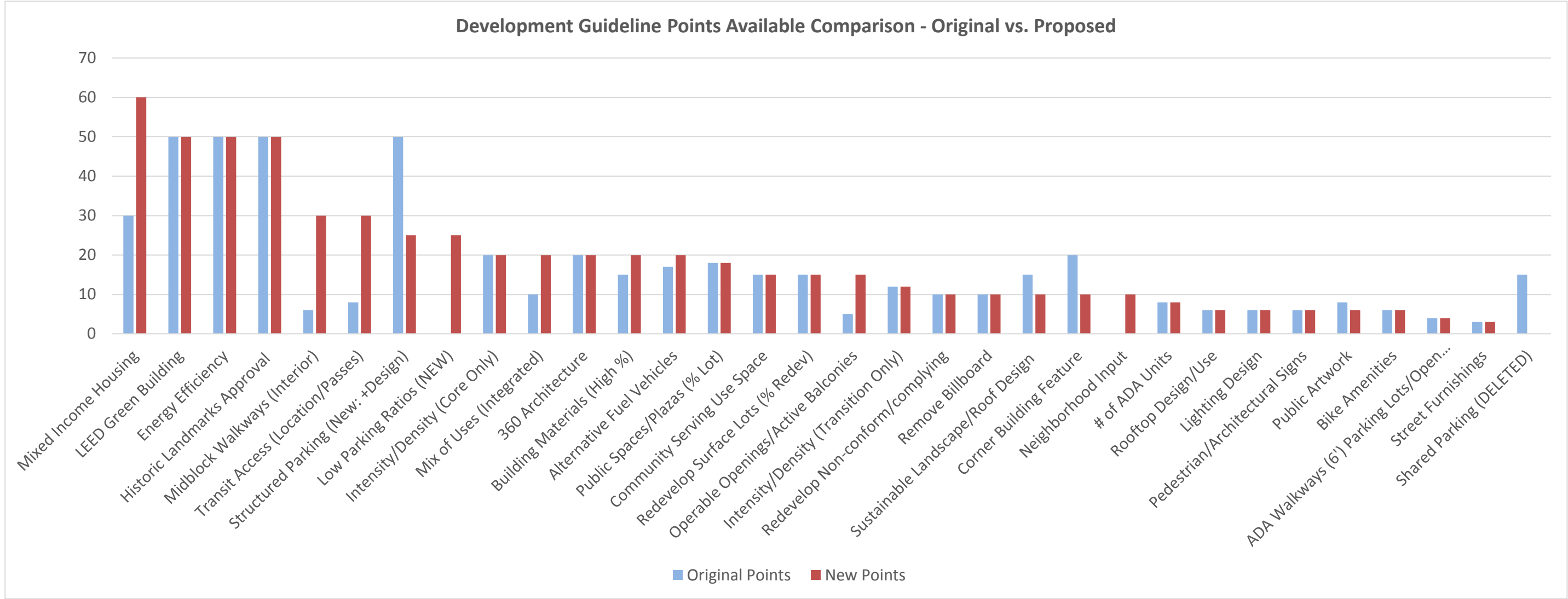
Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
Circulation	Connections and Walkways	A major piece of art work is incorporated into the project and is visible from a public	2	Removed			
		Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles.	4	No Change			
		Projects that include a minimum six foot wide ADA accessible sidewalk from private	4	No Change			
	Bicycle Amenities	The project includes lockers, changing rooms for cyclists and showers.	6	No Change			
		The project includes any bicycle amenity identified in the Bicycle Amenity section of the Transit Station Area Development Guidelines.	3	No Change			
		The project incorporates art into the design of the bicycle amenity.	3	No Change			
	Access to Transit			Added points for proximity closer than 300 feet.		The project is located within 300 feet, measured along the most direct, legal walking path.	15
		The project is located within 750 feet, measured along the most direct, legal walking path.	8	Increased points to 10.			10
		The project is located within 1500 feet, measured along the most direct legal walking path.	4	Increased points to 5.			5

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
				Add points for participation in City's transit pass program for multi-family residential development.		Multi-family residential development provides transit passes to residents through the City's transit pass program for a minimum period of three years from development's initial occupancy. Passes shall be available for free to residents at request. One pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required.	15
	Mid-block Walkways	The project includes a walkway accessible to the public that is a minimum of 20 feet wide that connects through the property to a public space, such as park, trail or similar area and allows for the walkway to be continued on adjacent properties.	6	Reduced required width of walkway, and increased points available.	Projects that improve the overall circulation and connectivity of a station area are encouraged. Providing walkways through a development improves how people move around and helps to break up the large blocks in the City. Walkways can be designed to be used for people walking, biking or if designed right, shared spaces with cars.	The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties	30
				Add points for including street or alley in project.		The project includes a narrow street or alley through the project that accommodates people walking, biking and driving.	20
Parking (see the Transit Station Area Development Guidelines for qualifying provisions related to this item)	Structured Parking	100% of the parking is in above grade structured or 75% in a below grade structure.	25	Changed to parking structure materials and visibility, reduced points available		100% of the parking structure is wrapped with high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades	25
		75% of the parking is in above grade structure or 50% in a below grade structure.	40	Changed to parking structure materials and visibility, reduced points available		75% of the parking structure is wrapped in high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades	20

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		50% of the parking is in above grade structure or 25% in a below grade structure.	20	Changed to parking structure materials and visibility, reduced points available		For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify	25
	Shared Parking	At least 50% of the parking is shared with other uses, whether on or off site.	15	Removed.			0
		At least 40% of the parking is shared with other uses, whether on or off site.	12	Removed			0
		At least 25% of the parking is shared with other uses, whether on or off site.	8	Removed			0
	Alternative Vehicle Parking	Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles.	5				
		Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 5% of the total number of spaces provided for automobiles.	3	Removed			0
		A project includes dedicated parking stalls/equipment for a car sharing program.	3				
		A project includes a charging station for electric vehicles.	3 points per stall, max. of 9 points	Changed to requirement for certain levels of charging equipment. Increased points.		A project includes a charging station for electric vehicles:	Level 1 station: 2 points per stall, max. of 6 points. Level 2 station: 3 points per stall, max of 9 Level 3 station: 4 points per stall, max of 12

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
				New Parking Ratio Category and Points	Parking Ratios: Providing off street parking in structures, either below or above grade, allows for a compact development pattern and a better use of the land in a station area. The use of structured parking is encouraged.	Residential developments with a parking ratio less than 1 stall per unit:	25
				New Parking Ratio Category and Points		Residential development with a parking ratio less than 1.25 stall per unit	15
				New Parking Ratio Category and Points		Non-residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet: 20 points.	20
COMMUNITY ENGAGEMENT				Neighborhood Input	Informing the community about new development and engaging them in a conversation about development can result in a better product. These points are provided to incentivize developers to engage the community about their development proposals.	Projects that have been presented to the associated community council and have notified residents and property owners within 300 feet via mail about when and where the community council presentation will be held	10
				Neighborhood Input		Projects that have been presented at an open house for the proposal on the development site and have notified residents and property owners within 300 feet via mail about when and where the open house will be held	10
Approval Process:							
	Planning Commission Review Required	0-49 points			Planning Commission Review Required	0-124 points	
	Administrative Hearing Required	50-99 points		Removed Admin Hearing Process	Removed Admin Hearing Process	Removed Admin Hearing Process	
	Administrative Review	100 or more points			Administrative Review Required	125 or more points	

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
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ATTACHMENT F: TSA ORDINANCE TEXT - MARKUP VERSION

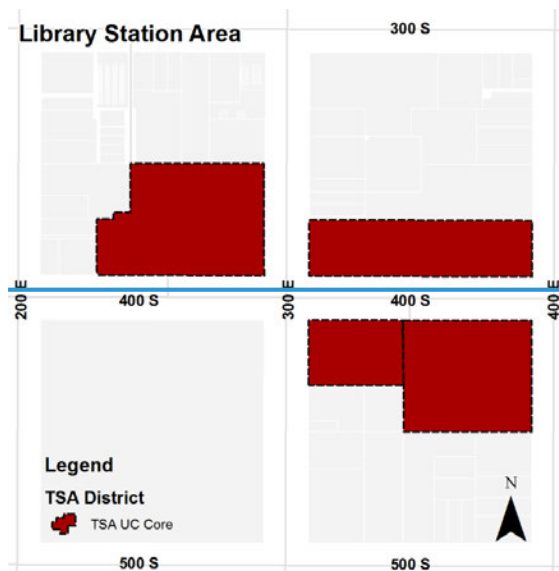
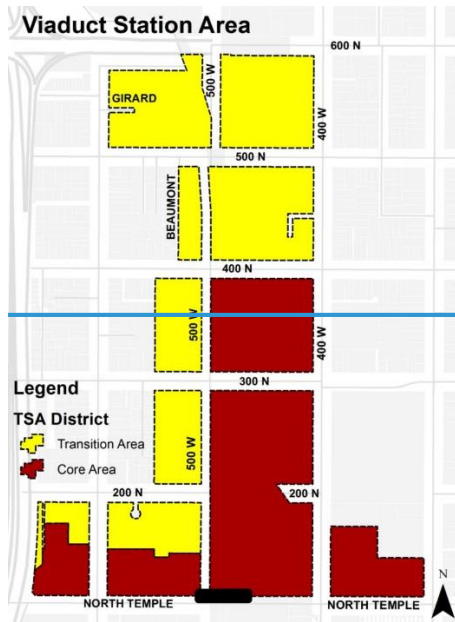
21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.

1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. ~~The core area is generally within a one-fourth ($\frac{1}{4}$) mile walk of a transit station platform.~~ The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. ~~Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.~~

2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. ~~Transition areas are generally located within one-half ($\frac{1}{2}$) mile from the station platform, but may vary based on the character of the area.~~ Transition areas typically serve the surrounding neighborhood; and include a broad range of building forms that house a mix of compatible land uses. ~~The minimum desired density is ten (10) dwelling units per acre.~~ Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. ~~Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.~~

- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. ~~Each station area typically will include a core area, where the most intense development will occur, and a transition area, which is intended to create a buffer area between the core and those areas with generally lower intensities and densities. Prior to classifying a transit station into a specific type, a specific area plan must be adopted by the city council prior to applying this zoning district to a geographic area. Only those stations that have an adopted plan that is supported by the regulations in this section will be classified.~~ Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.
1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. ~~The intensity level of the area is characterized by a twenty four (24) hour population, active streetscapes, defined street walls and the presence of multiple types of public transit or as a node where several rail transit lines converge. Development generally occurs on vacant parcels or through redevelopment of underutilized parcels. The station area has a compact, dense, interconnected and walkable development pattern. Large scale development occurs closer to the station platforms; and is scaled back as it gets closer to less intense areas. Building forms vary, but are typically oriented to the pedestrian, are multiple stories in height, and contain a horizontal and vertical mix of land uses. Buildings up to ten (10) stories in height are allowed in the core, while buildings in the transition zone are approximately half that size. The station area contains a number of regional attractions, such as destination retail, employment, dining and entertainment and a high level of pedestrian activity. A variety of dense housing options exist. Development includes civic amenities, such as public gathering places. Uses that help implement the vision for the station and that area commonly found in an intense urban area are appropriate. The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station and the Library Station.~~



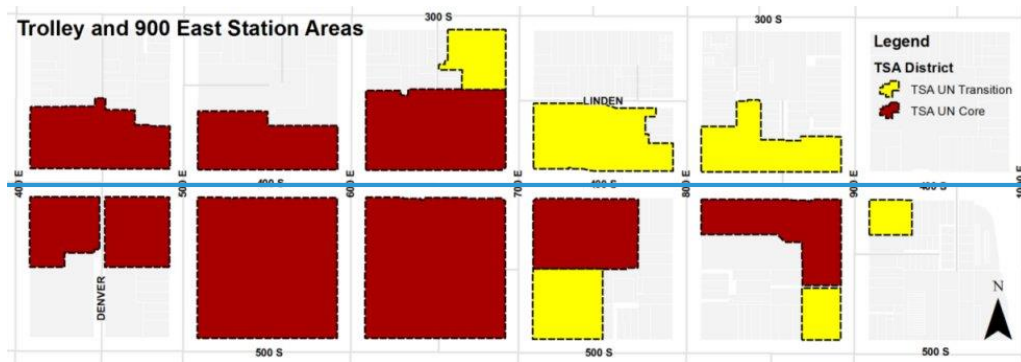
- Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. ~~Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial changes may add density and intensity in compact~~

~~building forms that blend in with the residential character of the area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape. A mix of building types are possible, ranging from single use structures to mixed use buildings. Residential uses are generally located above the first floor, although they can be located on the ground floor in certain situations. The highest residential densities and most intense land uses are generally located closest to the station platform. Urban neighborhoods are served by at least two (2) forms of transit, including light rail and bus service. The uses serve the surrounding neighborhood with nearby destinations and have the potential to attract people from other neighborhoods.~~

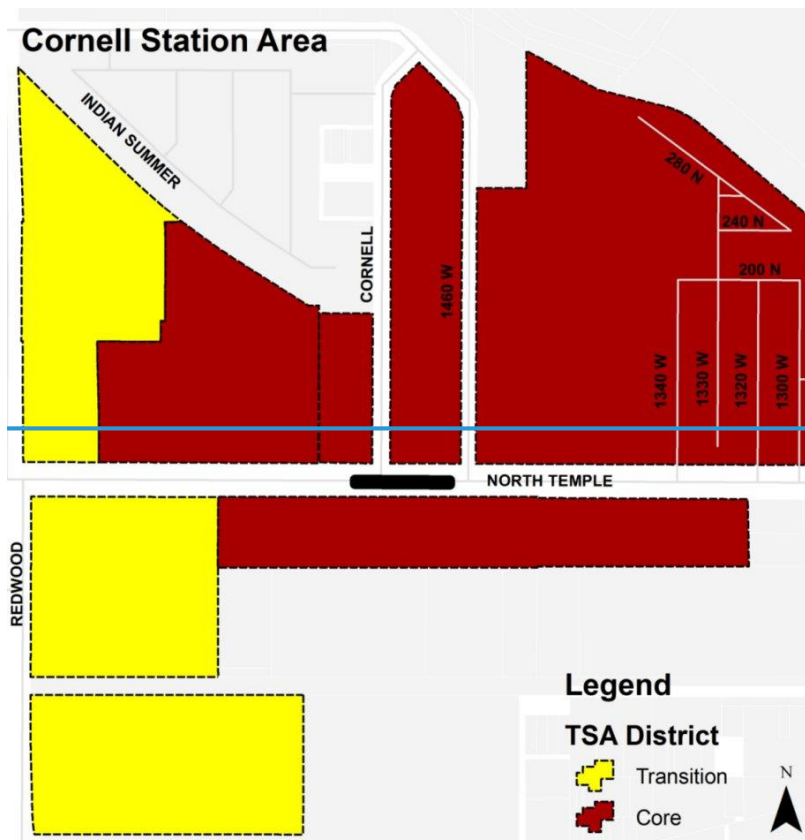
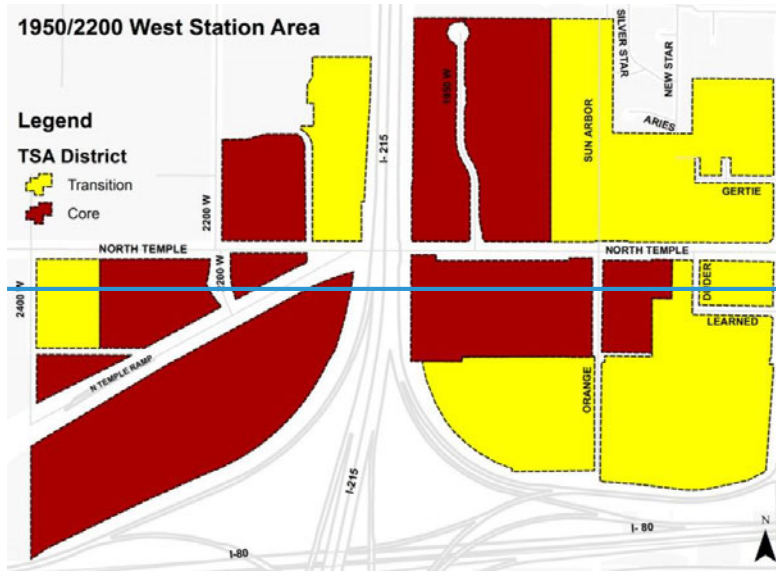
~~In some urban neighborhood station areas, a linear development pattern along commercial streets that intersect the transit corridor defines a neighborhood main street. Neighborhood main streets are approximately two (2) blocks long, with two (2) 4 story buildings located close to the sidewalk. The ground floors of buildings are typically occupied by active uses, such as retail or restaurants.~~

~~The following stations are considered to be urban neighborhood stations: 800 West, Trolley (600 East) and 900 East light rail stations.~~



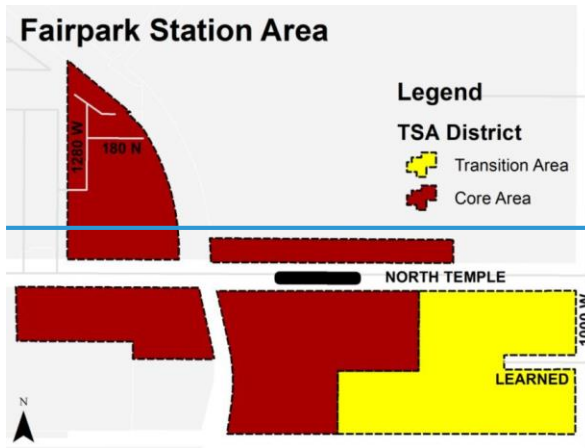


3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. ~~These areas generally start with a campus style development pattern and are dominated by a single type of use that generally employs a high number of people.~~ Buildings are often large scale in nature and may have large footprints. ~~New development occurs on vacant parcels. Redevelopment occurs on surface parking lots, underutilized land, or as additions to existing buildings as businesses expand. The primary mode of circulation is by automobile, but the area is served by at least two (2) types of mass transit which provides alternative modes of transportation for employees.~~ Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. ~~The area is likely to have large blocks and lacks a consistent street network. Connectivity for all modes of travel is important due to the limited street network. The following stations are considered to be mixed-use employment center stations: 1950 West, 2200 West, and the Cornell light rail stations.~~



4. Special Purpose Station (TSA-SP): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix

of transit options, ~~usually light rail or bus. New development is limited due to the nature of the primary function of the area, but redevelopment of underutilized parcels is likely to occur.~~ Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use. ~~The following stations are considered to be special purpose stations: Fairpark light rail station.~~



- C. Review Process: ~~The intent of the review process is to make the process for desirable development easy to realize in a relatively quick time frame. The review process focuses on building forms and their relationship to adjacent buildings, the public street, transit and other public spaces.~~ The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference. ~~The construction of new buildings require a development score.~~

1. The following types of development are required to go through this review process:

- a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or
- b. Additions that increase the height of an existing building or change the existing roofline;
- c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.

d. Single family detached dwellings and two family dwellings are not required to obtain a development score.

12. Application Process Steps:-

a. Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.

2b. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.

c. Public Noticing: A notice of application for a development review shall be provided in accordance with chapter 21A.10 of this title.

3d. Application Review: Table 21A.26.078C2d of this section summarizes the application review process. All applications shall be processed as follows:

(1)a. Tier 1 Planning Commission Review: If a project is assigned a score less than 50 125 points, the project can only be approved by the planning commission through the eConditional Building and Site Design rReview process in chapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative hearing-review process. If a project is subject to chapter 21A.59, the applicant must demonstrate that they generally comply with the standards in 21A.59, the purpose and intent of this chapter, and the general purpose and intent of the TSA development guidelines.

b. Tier 2 Administrative Hearing: A project that has a development score between 50 and 99 points is eligible for an administrative hearing. Any project being reviewed at an administrative hearing shall be reviewed using the standards found in section 21A.59.060, "Standards For Design Review", of this title.

(1) Notice And Posting Requirements: Notice of the administrative hearing shall be done in accordance with subsection 21A.10.020B1, "Conditional Building And Site Design Review", of this title.

(2) Administrative Hearing: After consideration of the information received from the applicant and any other interested party, the planning director, or designee may

~~approve, approve with conditions, deny or refer the matter to the planning commission.~~

~~(3) Appeals Of Administrative Hearing Decision: Any person aggrieved by the decision made by the planning director or designee at an administrative hearing may appeal the decision to the Salt Lake City planning commission by filing notice of appeal within ten (10) days after the record of decision is published. The notice shall state the reason(s) for the appeal. Reason(s) for the appeal shall be based upon procedural error, the development score of the project or the criteria set forth in section 21A.59.060, "Standards For Design Review", of this title.~~

~~€(2).~~ Tier 3-2 Administrative Review: The planning director has the authority to approve a project scoring ~~100-125~~ points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate ~~design-development~~ guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078C2d APPLICATION REVIEW

Development Score	Review Process
0 - 49-124 points	Planning C ommission C onditional B uilding and S ite D esign R eview process
50—99 points—	Administrative hearing process—
100-125 or more points	Administrative review

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city's vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A "station area plan" is a development, land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the ~~design-development~~ guidelines and development incentives in the "Transit Station Area Development Guidelines" book, hereby adopted by reference. The "Transit Station Area Development Guidelines" shall be amended following the adopted procedures for zoning text amendments in ~~chapter 21A.50, "Amendments", of this title. Each design guideline is assigned a value.~~

1. Formulating The Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. ~~The planning director shall evaluate each project in the~~

~~transit station area zone and assign a development score. All other applicable zoning regulations. The development standards in subsection G of this section and the design standards in subsection J of this section shall be complied with by all projects and are not calculated in the development score.~~

~~2. Using The Score: Every development is required to meet a minimum development score. The minimum score represents a percentage of the total points possible.~~

~~32. Project Review: A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.~~

~~43. Appeals: An applicant may appeal the The development score may be appealed. All appeals of the development score are heard by to the planning commission Appeals Hearing Officer. In hearing the appeal, the planning commission Appeals Hearing Officer shall hold a public hearing in accordance with section 21A.10.030 of this title. In deciding the appeal, the planning commission Appeals Hearing Officer shall base its decision on its interpretation of the design development guidelines and, the development score, and whether the project complies with the goals of the applicable station area plans and the purposes of the TSA zoning district.~~

~~E. Certificate Of Occupancy: Prior to issuing a certificate of occupancy, a project shall be inspected by the city to determine if the project substantially complies with the development score and, if applicable, any conditions of approval required by the planning commission, administrative hearing officer or planning director. If the project does not receive final approval at the inspection, the project must be brought into compliance with the development score and, if applicable, any conditions of approval required by the planning commission, administrative hearing officer or planning director.~~

~~F. Prohibited Uses: The intent of this section is to identify those land uses that are not compatible with transit oriented development due to the nature of the use, the land requirements of the use, or the potential impacts of the use. Uses listed in table 21A.26.078F of this section and that have an "X" in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited. All other uses are permitted.~~

~~TABLE 21A.26.078F PROHIBITED USES~~

Use	Urban Center		Urban Neighborhood		Mixed-Use Employment Center		Special Purpose	
	Core	Transit	Core	Transit	Core	Transit	Core	Transit

Airport—	X—	X—	X—	X—	X—	X—	X—	X—
Ambulance service (indoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Ambulance service (outdoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Amusement park—	X—	X—	X—	X—	X—	X—	-	-
Animal kennel—	X—	X—	X—	X—	-	-	-	-
Animal pound—	X—	X—	X—	X—	X—	X—	X—	X—
Animal, raising of furbearing animals—	X—	X—	X—	X—	X—	X—	X—	X—
Animal stable (private)—	X—	X—	X—	X—	X—	X—	X—	X—
Animal stable (public)—	X—	X—	X—	X—	X—	X—	-	-
Animal stockyard—	X—	X—	X—	X—	X—	X—	X—	X—
Auction (indoor)—	X—	X—	X—	X—	X—	X—	-	-
Auction (outdoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Blacksmith shop—	X—	X—	X—	X—	X—	X—	X—	X—
Bottling plant—	X—	X—	X—	X—	X—	X—	X—	X—
Building materials distribution—	X—	X—	X—	X—	X—	X—	X—	X—
Bus yards and repair facility—	X—	X—	X—	X—	X—	X—	X—	X—
Car wash—	X—	X—	X—	X—	X—	-	X—	X—

Car wash as accessory use to gas station or convenience store that sells gas—	X—	X—	X—	X—	X—	X—	X—	X—
Cemetery—	X—	X—	X—	X—	X—	X—	X—	X—
Check cashing/payday loan business—	X—	X—	X—	X—	X—	X—	X—	X—
Chemical manufacturing and storage—	X—	X—	X—	X—	X—	X—	X—	X—
Commercial parking lots not located in a parking structure—	X—	X—	X—	X—	X—	-	X—	-
Community correction facility, large—	X—	X—	X—	X—	X—	X—	X—	X—
Community correction facility, small—	X—	X—	X—	X—	X—	X—	-	X—
Concrete manufacturing—	X—	X—	X—	X—	X—	X—	X—	X—
Contractor's yard/office—	X—	X—	X—	X—	X—	X—	X—	X—
Drop forge industry—	X—	X—	X—	X—	X—	X—	X—	X—
Dwelling, single family (detached)—	X—	-	X—	-	X—	-	X—	-
Equipment, heavy (rental, sales, service)—	X—	X—	X—	X—	X—	X—	X—	X—

Equipment rental (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Explosives manufacturing and storage–	X–	X–	X–	X–	X–	X–	X–	X–
Extractive industries–	X–	X–	X–	X–	X–	X–	X–	X–
Financial institution, with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Flammable liquids or gases, heating fuel distribution and storage–	X–	X–	X–	X–	X–	X–	X–	X–
Food processing–	X–	X–	X–	X–	X–	-	X–	-
Gas stations–	X–	X–	X–	X–	X–	X–	X–	-
Heavy manufacturing–	X–	X–	X–	X–	X–	X–	X–	X–
Homeless shelters–	X–	X–	X–	X–	X–	X–	X–	X–
Impound lot–	X–	X–	X–	X–	X–	X–	X–	X–
Incinerator medical waste/hazardous waste–	X–	X–	X–	X–	X–	X–	X–	X–
Industrial assembly–	X–	X–	X–	X–	-	-	-	-
Jails–	X–	X–	X–	X–	X–	X–	X–	X–
Landfill–	X–	X–	X–	X–	X–	X–	X–	X–

Limousine service (large)–	X–	X–	X–	X–	X–	X–	X–	X–
Limousine service (small)–	X–	X–	X–	X–	X–	X–	X–	X–
Manufactured/mobile home sales and service–	X–	X–	X–	X–	X–	X–	X–	X–
Manufacturing and processing, food–	X–	X–	X–	-	-	-	-	-
Manufacturing, concrete or asphalt–	X–	X–	X–	X–	X–	X–	X–	X–
Manufacturing, light–	X–	X–	X–	X–	-	-	-	-
Package delivery facility–	X–	X–	X–	X–	X–	X–	X–	X–
Paint manufacturing–	X–	X–	X–	X–	X–	X–	X–	X–
Poultry farm or processing–	X–	X–	X–	X–	X–	X–	X–	X–
Printing plant–	X–	-	X–	X–	-	-	-	-
Railroad freight terminal facility–	X–	X–	X–	X–	X–	X–	X–	X–
Railroad repair shop–	X–	X–	X–	X–	X–	X–	X–	X–
Recreational vehicle park–	X–	X–	X–	X–	X–	X–	X–	X–
Recycling processing center (indoor)–	X–	X–	X–	X–	X–	X–	X–	X–

Recycling processing center (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Refinery, petroleum products–	X–	X–	X–	X–	X–	X–	X–	X–
Restaurant with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Retail goods establishment with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Retail services establishment with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Reverse vending machines–	X–	X–	X–	X–	X–	X–	X–	X–
Rock, sand and gravel storage and distribution–	X–	X–	X–	X–	X–	X–	X–	X–
Sexually oriented business–	X–	X–	X–	X–	X–	X–	X–	X–
Sign painting/fabrication–	X–	X–	X–	X–	X–	X–	X–	X–
Slaughterhouse –	X–	X–	X–	X–	X–	X–	X–	X–
Stadium–	-	X–	-	X–	-	X–	-	-

Storage, miniwarehouse -	X-	X-	X-	X-	X-	-	X-	-
Storage (outdoor)-	X-	X-	X-	X-	X-	X-	X-	X-
Storage, public (outdoor)-	X-	X-	X-	X-	X-	X-	X-	X-
Store, pawnshop-	X-	X-	X-	X-	X-	X-	X-	X-
Store, superstore and hypermarket-	X-	X-	X-	X-	X-	-	X-	-
Store, warehouse club-	X-	X-	X-	X-	X-	-	X-	-
Taxicab facility-	X-	X-	X-	X-	X-	X-	X-	X-
Theater, live performance-	-	X-	-	X-	-	X-	-	-
Theater, movie-	-	X-	-	X-	-	X-	-	X-
Tire distribution retail/wholesale -	-	X-	X-	X-	X-	X-	X-	X-
Transportation terminal, including bus, rail and trucking-	X-	X-	X-	X-	X-	X-	X-	X-
Truck freight terminal-	X-	X-	X-	X-	X-	X-	X-	X-
Truck stop-	X-	X-	X-	X-	X-	X-	X-	X-
Trucking, repair, storage,	X-	X-	X-	X-	X-	X-	X-	X-

etc. associated with extractive industries—								
Utility, electric generation facility—	X	X	X	X	X	X	X	X
Utility, sewage treatment plant—	X	X	X	X	X	X	X	X
Utility, solid waste transfer station—	X	X	X	X	X	X	X	X
Vehicle, auction—	X	X	-	X	X	X	X	X
Vehicle, auto repair (major)—	X	X	X	X	X	X	X	X
Vehicle auto repair (minor)—	X	X	X	X	X	X	X	X
Vehicle, automobile and truck repair—	X	X	X	X	X	X	X	X
Vehicle, automobile and truck sales and rental (including large truck)—	X	X	X	X	X	X	X	X
Vehicle, automobile rental agency—	X	X	X	X	X	X	X	X
Vehicle automobile sales/rental and service (indoor)—	X	X	X	X	X	X	X	X
Vehicle, automobile	X	X	X	X	X	X	X	X

salvage and recycling (indoor)–								
Vehicle, automobile salvage and recycling (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, boat/recreational vehicle sales and service–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, truck repair (large)–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, truck sales and rental–	X–	X–	X–	X–	X–	X–	X–	X–
Warehouse–	X–	X–	X–	X–	X–	-	X–	-
Welding shops–	X–	X–	X–	X–	X–	X–	X–	X–
Wholesale distribution–	X–	X–	X–	X–	X–	-	X–	X–
Woodworking mill–	X–	X–	X–	-	X–	-	X–	-
Zoological park–	X–	X–	X–	X–	X–	X–	-	-

~~1. Existing Uses And Buildings: A use located within a station area legally existing at the time that this zoning district was adopted, but listed as a prohibited use in this subsection F, shall be considered a legal nonconforming use. A structure legally existing at the time this section was adopted, but not conforming to the standards in this chapter, shall be considered a legal noncomplying structure. Any legal nonconforming use or legal noncomplying structure is subject to chapter 21A.38 of this title.~~

~~GE. Development Standards:~~

~~1. Intent: The purpose of the following development standards is to promote an intense and efficient use of land at increased densities in the station areas. The development standards are intended to create a safe and pleasant environment near transit stations by encouraging~~

~~an intensive area of mixed use development and activities, pedestrian amenities and by limiting conflicts between vehicles and pedestrians. Development standards are intended to create a reasonably continuous building edge that defines the exterior spatial enclosure of the street or open space and protect adjacent low density residential zoning districts. With some exceptions, buildings line a street at or near the public right of way to the greatest extent possible.~~

21. Application: The dimensional requirements of this section apply to all new buildings and developments as well as additions to existing buildings. Additions that bring the property closer to compliance are allowed. The following development standards apply to the core and transition areas of all station types.:

a2. Building Height: The minimum and maximum building heights are found in table 21A.26.078EG2a, "Building Height Regulations", of this section. ~~Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development, and the composition of the urban form of the block. Minimum building heights in the core area relate to the width of the street, with a minimum ratio of one foot (1') of building height for every three feet (3') of street width. Building height is measured from the finished grade to the highest point of the building.~~ The following exceptions apply:

~~(1)a.~~ The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least ~~ten~~ fifty percent (~~54~~0%) of the width of the street facing building wall.

~~(2)~~ Elevator shafts, parapet walls, and other projections are permitted subject to subsection 21A.36.020C, "Height Exceptions", of this title.

~~(3)b.~~ Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title.

TABLE 21A.26.078EG2a
BUILDING HEIGHT REGULATIONS

		Minimum Height ¹	Maximum Height
Urban center:			
	Core	<u>40'30'</u>	90' ²
	Transition	25'	60'

Urban neighborhood:			
	Core	25'	75'
	Transition	0'	50'
Mixed use employment center:			
	Core	25'	75'
	Transition	0'	60'
Special purpose:			
	Core	25'	75'
	Transition	0'	60'

Notes:

1. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.

2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. [The slope of the plane must have a minimum slope of a two feet rise over a 12 foot run.](#) The additional height may include habitable space. [The sloping planes must be clearly visible and create a sloped roof shape. The sloping planes shall not be hidden by a parapet wall.](#)

~~b3. Setbacks: Required building setbacks promote streetscapes that are consistent with the desired character of the street and various station typologies and its core and transition areas. Building setbacks create a safe environment that is inviting to pedestrians and transit users and maintain light, air and potential privacy for adjacent residential uses. In some instances, the setbacks limit the building envelope where the existing development pattern would be negatively impacted by taller buildings.~~

~~a. General Standards for Front/Corner Side Yards:~~

~~(1) All portions of the yard not occupied by building, driveways, walkways or other similar features must be landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use. See section 21A.26.078F for specific front yard design requirements.~~

~~(2) Parking is prohibited in the front and corner side yards.~~

~~(3) Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.~~

~~(4) Awnings or canopies may be located within any portion of the yard and are not subject to the front or corner side yard restrictions in Table 21A.36.020B.~~

~~(5) Balconies may project up to two feet (2') into the required yards and are not subject to the front or corner side yard restrictions in Table 21A.36.020B.~~

~~(5) All front and corner side yard standards in Table 21A.26.078.G2b may be modified through the Conditional Building and Site Design Review process of Chapter~~

21A.59, except that the front and corner side yard setback for 400 South shall not be reduced below the minimum.

b. TABLE 21A.26.078.E3b Setback Standards:

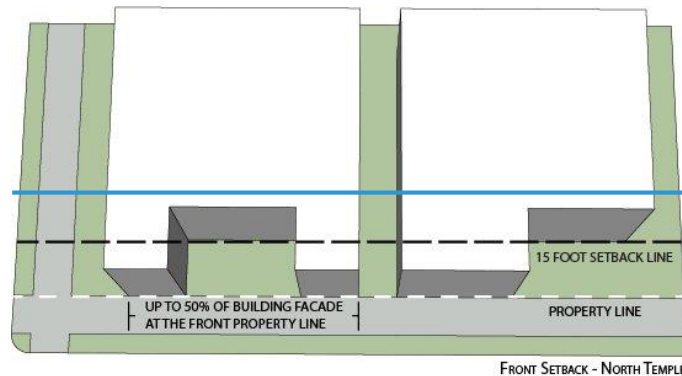
<u>Property Frontage</u>	<u>Front/Corner Side Yard Setback</u>	<u>Side Yard</u>	<u>Rear Yard</u>
<u>400 South</u>	<p><u>Minimum: 10', and at least 50% must be built to the minimum. Maximum Setback: 20', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</u></p> <p><u>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10'. This applies to new buildings and to additions that increase the gross building square footage by more than 50%. This standard does not require removal of existing buildings or portions thereof.</u></p>	<p><u>Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height.</u></p>	
<u>North Temple</u>	<p><u>Minimum: 5', and at least 50% of the façade must be built to the minimum. Maximum: 15', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</u></p> <p><u>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10'. This applies to new buildings and to additions that increase the</u></p>		

	<u>gross building square footage by more than 50%. This standard does not require removal of existing buildings or portions thereof.</u>	
<u>300 South, 500 South, 600 East</u>	<u>Minimum: Equal to the average setback of other principal buildings on the same block face.</u>	
<u>Streets with Right-of- Way Width of 50 feet or Less with R- 1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street</u>	<u>Minimum: 25% of lot depth, up to 25'. For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height.</u>	
<u>All Other Streets</u>	<u>Minimum: None At least 50% of the street facing building façade shall be within 5 feet of the front or corner side property line.</u>	

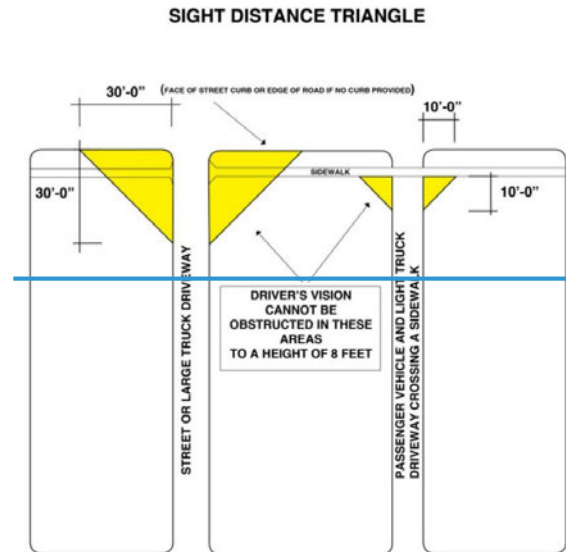
~~(1) Front And Corner Yard Setback: Except as indicated below, there is no minimum setback. If a setback is provided, at least fifty percent (50%) of the street facing building facade shall be located within five feet (5') of the front property line unless a larger setback is required below. All portions of a front yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped. Parking, drive aisles or other paved areas for motor vehicles are prohibited. Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.~~

~~(A) North Temple Boulevard: The front yard setback along North Temple Boulevard shall be fifteen feet (15') for a minimum of fifty percent (50%) of the width of the street facing facade. Up to fifty percent (50%) of a street facing facade may~~

encroach up to the front property line. In this case, the area not occupied by the building footprint must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar usable public space or use. Setbacks over fifteen feet (15') are not allowed. In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is constructed or with additions that increase the gross building square footage by more than fifty percent (50%).



- (B) 400 South/University Boulevard: The front yard setback along 400 South/University Boulevard shall be a minimum of fifteen feet (15'). In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is constructed or with additions that increase the gross building square footage by more than fifty percent (50%).
- (C) Streets With A Right Of Way Of Fifty Feet Or Less: When located on a street with a right of way fifty feet (50') or less with an R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street, a minimum setback of twenty five percent (25%) of the lot depth but no more than twenty five feet (25') is required. For buildings taller than twenty five feet (25'), the setback shall increase two feet (2') for every foot of height above twenty five feet (25') in height. Buildings may be stepped so taller portions of the building are farther away from the front property line.



~~(D) Special Front Yard Setback Provisions For Properties That Front On 300 South, 500 South Or 600 East: For properties that front on 300 South, 500 South or 600 East, the front yard setback shall be equal to the average front yard setback for properties located along the same block face.~~

~~(2) Side Yard Setback:~~

~~(A) Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to subsection L of this section.~~

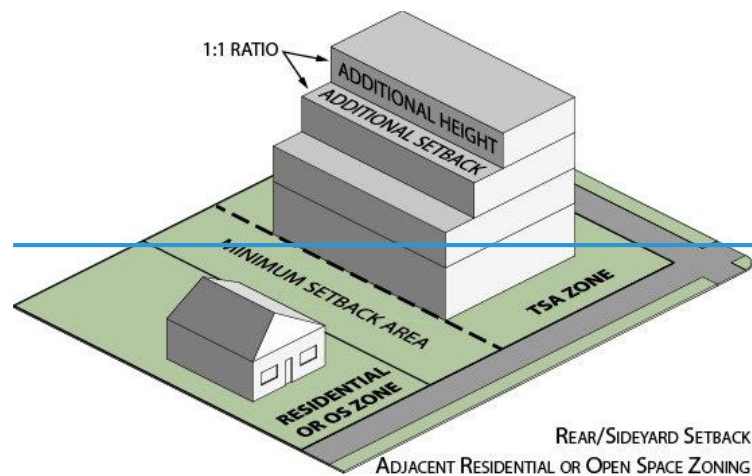
~~(B) Side yard setback when adjacent to certain zoning districts:~~

~~(i) Core Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum side yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA zoned property. Buildings may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~

~~(ii) Transition Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum side yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30 or RMF-35 zoning district is separated from a TSA zoned property by an alley, the additional setback for height above twenty five feet (25') applies and~~

shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.

- (iii) Side Yard Setback When Adjacent To All Other Districts: No minimum side yard required.



(3) Rear Yard Setback:

(A) Rear yard setback when adjacent to certain zoning districts:

- (i) Core Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum rear yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.
- (ii) Transition Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum rear yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30 or RMF-35 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear

~~property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~

~~(iii) Rear Yard Setback When Adjacent To All Other Districts: No minimum rear yard required.~~

~~(4)c.~~ Special Setback Provisions For Properties Adjacent To Jordan River: For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water line as defined in section 21A.34.130 of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.

~~e4.~~ Minimum Lot Area And Street FrontageLot Width Requirements:

TABLE 21A.26.078.E4 MINIMUM LOT AREA AND LOT WIDTH STANDARDS

<u>Standard</u>	<u>Required Dimension</u>
<u>Minimum Lot Area</u>	<u>2,500 square feet</u>
<u>Minimum Lot Width</u>	<u>40 feet</u>

~~(1)a.~~ The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.

~~(2)b.~~ Any legally existing lot may be developed without having to comply with the minimum lot size or width requirements.

c. Lots subdivided for single-family detached, single-family attached, and two-family residential dwellings are exempt from minimum lot width requirements.

~~(3) The minimum lot area for all areas of the TSA zoning district is two thousand five hundred (2,500) square feet.~~

~~(4) All subdivisions of land or combination of parcels must have a minimum of forty feet (40') of street frontage.~~

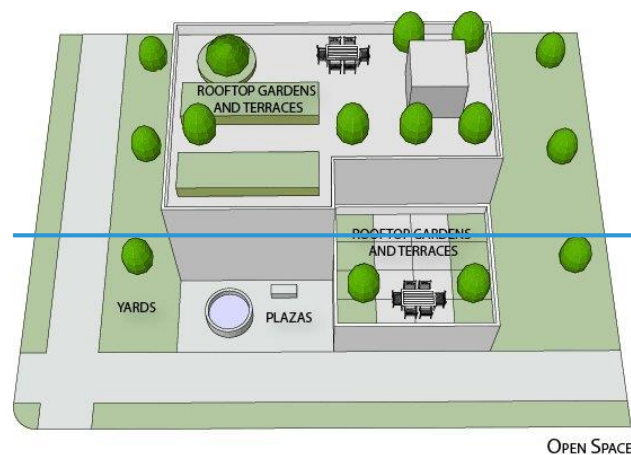
~~d5. Open Space: In order to provide space for passive and active recreation, public and private use, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, open space is required for all new developments. Open space shall be provided at a rate of one (1) square foot for every ten (10) square feet of land area included in the development, up to five thousand (5,000) square feet for Core areas, and up to two thousand five hundred (2,500) square feet for Transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and~~

other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).

~~(1) Core Area:~~

~~(A) Within the core area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity.~~

~~(B) A minimum of ten percent (10%) of the land area up to five thousand (5,000) square feet.~~



~~(2) Transition Area:~~

~~(A) Within the transition area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop gardens and terraces, community gardens and other similar types of amenities.~~

~~(B) The minimum open space requirement is ten percent (10%) of the land area up to two thousand five hundred (2,500) square feet.~~

~~(3) Access To Open Space: All required open space shall be accessible to the users of the building(s).~~

e6. Circulation And Connectivity: Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.

~~(1)~~a. All parking lots shall comply with the standards in section 21A.44.020, "General Off Street Parking Regulations", of this title.

~~(2)~~b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.

c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:

(1) The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.

(2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.

7. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

H. Residential Densities:

1. Core area: No maximum.

2. Transition area: No maximum.

I. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

J. Design Standards:

1. Development shall comply with the design standards in Chapter 21A.37 when applicable as specified in that chapter.

2. All developments required to obtain a review score by subsection 21A.26.078C shall comply with the following additional design standards. These specific standards may be modified through the Conditional Building and Site Design Review process in Chapter 21A.59 if the modifications meet the intent of the specific design standard requested to be modified:

a. EIFS and Stucco Limitation: Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS and stucco is allowed for up to 10% of the upper level street facing facades.

b. Front and Corner Side Yard Design Requirements:

(1) In yards greater than ten feet (10') in depth, one shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.

(2) At least 50% of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to 30% if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least 50% of the provided front or corner side yard.

(3) At least 30% of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.

(4) Driveways necessary for vehicle access to the site are allowed regardless of compliance with the minimum percentages required by this subsection.

c. Entry Feature Requirements: -All building entries shall include at least one of the following features:

(1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building façade;

(2) A recessed entrance that is recessed at least five feet (5') from the street facing façade;

(3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or

(4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.

d. Ground Floor Use Requirement for 400 South and North Temple Boulevard: When facing 400 South or North Temple Boulevard, the ground floor use area required by Chapter 21A.37 shall be built to accommodate an allowed commercial, institutional, or public use. Live/work uses qualify as a commercial use for this subsection.

(1) Exception: Residential uses may be permitted within the required area in lieu of the required use, if the ground floor is designed so that it can be converted to an allowed commercial use in the future. To accommodate this conversion, the shell space of the ground floor shall be built to an occupancy standard required by the adopted building code that can accommodate conversion of the interior of the space to a future permitted commercial use.

(2) The following additional requirements shall apply to the ground floor space if used for residential uses:

(a) The shell space shall be at least twelve feet (12') in height;

(b) The street facing façade of each ground floor residential unit shall be at least 60% glass;

- (c) Each ground floor unit shall have a direct entrance from the sidewalk to the unit;
- (d) Each ground floor unit shall be ADA accessible; and
- (e) Each ground floor unit shall include a porch, patio, stoop or other entrance feature that is a minimum depth of at least five feet (5').

(STAFF NOTE: The current design standards from this section have been proposed to be removed from this chapter and incorporated into the proposed design standards of Chapter 21A.37.)

~~1. Purpose: Design standards create the fundamental characteristics of a transit-oriented district and the basic design elements required for a successful transit station area. Design standards are intended to provide a safe and interesting walkable environment by connecting ground floor uses adjacent to the sidewalk areas, by encouraging the continuity of retail and service uses, providing surveillance opportunities on the street and public open spaces and framing the street by bringing portions of buildings up to the sidewalk. All buildings shall be designed for the context and character of the project and how they interact visually, functionally, and socially with the context of the public environment.~~

~~2. Application: The following design standards apply to all projects within the core and transition areas of all station area types:~~

~~a. Building Walls Adjacent To A Street: Street-facing building facades shall provide architectural variety and scale. Changes in plane, color, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. Building walls parallel to a public street and greater than thirty feet (30') in length shall be broken up by architectural features such as bay windows, recessed entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature may be either recessed or project a minimum of twelve inches (12").~~



ARCHITECTURAL VARIETY AND SCALE

~~b. Ground Floor Building Materials: Other than ground windows and doors, eighty percent (80%) of the remaining ground floor wall area shall be clad in durable materials. Durable materials include brick, masonry, textured or patterned concrete and/or cut stone. Other materials may be used as accent or trim provided they cover twenty percent (20%) or less of the ground floor adjacent to a street.~~

~~c. Ground Floor Glass And Transparency: All street facing elevations of a development shall be designed so that the first floor street facing facade has at least sixty percent (60%) clear glass between three (3) and eight feet (8') above grade to allow pedestrians to view activities inside the building or lighted display windows. There must be visual clearance behind the glass for a minimum of two feet (2'). Three dimensional display windows at least two feet (2') deep are permitted and may be counted toward the sixty percent (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 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 not have less than sixty percent (60%) glass surfaces. The reflectivity in glass shall be limited to eighteen percent (18%) as defined by ASTA standards. The planning director may approve a modification to this requirement if the planning director finds:~~

- ~~(1) The requirement would negatively affect the historic character of the building, or~~
- ~~(2) The requirement would negatively affect the structural stability of the building,~~
- ~~(3) The ground level of the building is occupied by residential uses, in which case the sixty percent (60%) glass requirement may be reduced to forty percent (40%).~~

~~Any appeal of an administrative decision made pursuant to this subsection may be made to the planning commission.~~

~~d. Building Entrances: The intent of regulating building entrances is to promote security on the street and public spaces by providing frequent points of access and sources of activity. Functional entrances to nonresidential uses should be located at an average of seventy five feet (75') or less from one another. At least one operable building entrance per elevation facing a public street shall be provided. Each ground floor leasable space is required to have an operable entrance facing the street and a walkway to the sidewalk. If a plaza or open space is provided as part of the development, a minimum of one entrance opening onto the plaza or open space shall be provided. This entrance shall be counted toward the spacing of functional entrances identified in this section and may count as the primary entrance to the building. All street-facing building entrances shall be functional entrances and shall not be limited to emergency or employee entrances.~~

~~e. Ground Floor Residential Uses: The interior floor elevation of ground floor residential units in the core area shall be a minimum of two feet (2') and a maximum of five feet (5') above grade. Dwelling units located on the ground floor and facing a public or private street shall have a minimum of one primary entrance facing the street in the core area. The facades of all buildings in the core and transition areas with ground floor residential uses shall feature elements that signal habitation such as windows, entrances, stairs, porches, bay windows, and balconies that are visible from the public street. Attached single family dwellings, townhomes, row houses, and other similar housing types shall have a primary entrance facing the street for each unit adjacent to a street. Units may have their primary entrance located on a courtyard, mid block walkway, or other similar area if the street facing facades have a primary entrance facing the street.~~

~~f. Parking Structures: The intent of regulating parking structures is to minimize the visual impact of the structure and the cars parking within it, and to reduce their impact on the ground floors adjacent to public sidewalks and streets. Parking structures are permitted within the core and transition areas provided:~~

~~(1) The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, residential leasing office, restaurant, etc. Parking is permitted behind the ground floor uses. If the ground floor does not include active use, then the structure must be set back behind a building or be a minimum of sixty feet (60') from a property line adjacent to a public street or sidewalk.~~

~~(2) The levels of parking above the first level facing the front or corner side lot line shall have horizontal floors and/or facades and not sloped.~~

~~(3) The levels of parking above the second level shall be designed to effectively screen the vehicles so they are not readily visible from an adjacent street.~~

~~(4) Below grade parking structures for structures with ground floor residential uses may extend a maximum of five feet (5') above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).~~

~~g. Mechanical Equipment: All roof mounted mechanical and electrical equipment, communication antennas or dishes shall be enclosed, screened, organized, designed and located to be out of view from streets and public spaces. The parapet or enclosure shall be equal to or greater than the height of the equipment to be screened to reduce equipment noise and odors, and other impacts onto adjacent uses and maintain the integrity of overall architectural character and scale of the building. Mechanical equipment may be located on the ground provided it is behind the building, screened and not located in a required rear yard or side yard setback. Utility boxes are subject to section 21A.40.160, "Ground Mounted Utility Boxes", of this title.~~

~~h. Service Areas: Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot (1') higher than the object being screened. Dumpsters must be located a minimum of twenty five feet (25') from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building.~~

KG. Multiple Buildings On A Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained.

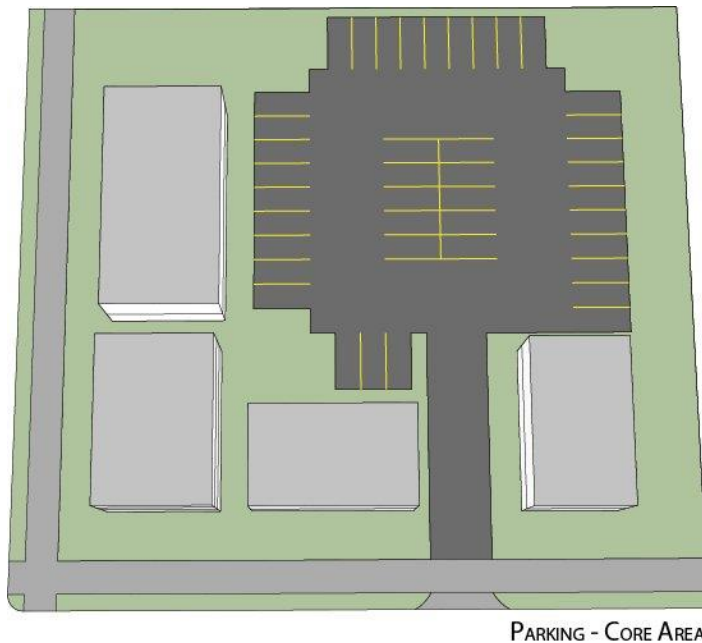
LH. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.

~~1. Surface Parking Lots And Structures On Corner Properties: On corner properties, surface parking lots and structures shall be located behind principal buildings or at least sixty feet (60') from the intersection of the front and corner side lot lines-, and are subject to the additional requirements established for Core or Transition areas below. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.~~

22. Surface Parking In The Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a building, the parking lot shall be:

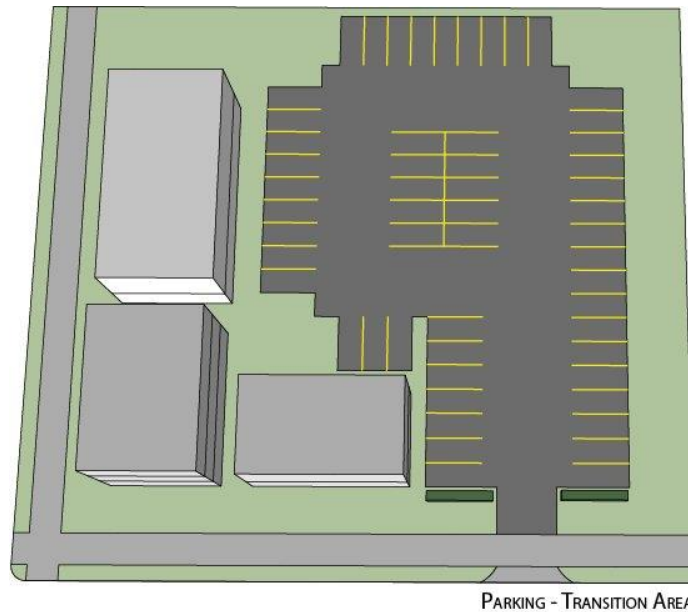
- (1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
 - (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
 - (3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in section 21A.44.020, table 21A.44.020 of this title.
- b. One Driveway And Drive Aisle Per Street Frontage: Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.
- ~~c. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.~~



3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.
 - a. Requirements: When located to the side of a principal building, the parking lot shall be:

- (1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.

~~b. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.~~



4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in [chapter 21A.48](#) of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.

~~5. Surface Parking Lots As The Principal Use: Surface parking lots that are the principal use are permitted in the TSA zoning district provided the following standards are complied with:~~

- ~~a. The surface parking lot does not have street frontage on the street where the fixed rail transit is located.~~
- ~~b. The surface parking lot is set back a minimum of fifteen feet (15') from any property line adjacent to a public street.~~
- ~~c. The parking area is screened by a wall or landscaping that is a minimum of thirty six inches (36") and a maximum of forty eight inches (48") tall.~~

56. Other Applicable Standards: All other standards in [chapter 21A.44](#), "Off Street Parking, Mobility And Loading", of this title shall apply.

MJ. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.

JN. Developments Over Five Acres:

1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.
2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres. ~~A development over five (5) acres shall be subject to the applicable review process based on the lowest development score assigned to an individual building in the development.~~
 - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:

- (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
- (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension. ~~The standards in subsection J2 of this section apply to building walls adjacent to a mid block walkway.~~

~~b. Housing Proximity To Transit: Developments that include housing should cluster the housing so a minimum of fifty percent (50%) of the housing is located within one fourth ($\frac{1}{4}$) mile walking distance of a transit platform.~~

be. Connectivity To Public Streets, Sidewalks, And Bicycle Lanes: In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a "complete street" defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.

cd. Vehicle Access: Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.

- (1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.
- (2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.
- (3) No access drive shall be greater than twenty four feet (24') wide.
- (4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

d.e. Internal Circulation: Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.

- (1) Travel Lanes That Connect Parking Areas With A Public Street: All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in section 21A.44.020 of this title.
- (2) Design Speed: The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.
- (3) Future Access To Adjacent Properties And Rights Of Way: All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
- (4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
- (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
- (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.
- (7) Bicycle Paths: A coordinated system of bicycle paths should be provided.
- (8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

e.f. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in section 21A.44.020, table 21A.44.020 of this title.

fg. Open Space: In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.

(1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.

(2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.

gh. Landscaping: All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.

ATTACHMENT G: VISUAL SUMMARY OF CHANGES

WHAT DOES RECENT TSA DEVELOPMENT LOOK LIKE?

Encore Apartments
489 E 400 South



Seasons on the Boulevard Apartments
460 E 400 South



644 City Station Apartments
644 W North Temple



West Station Apartments
175 N Harold Street



Biomat USA
630 W North Temple



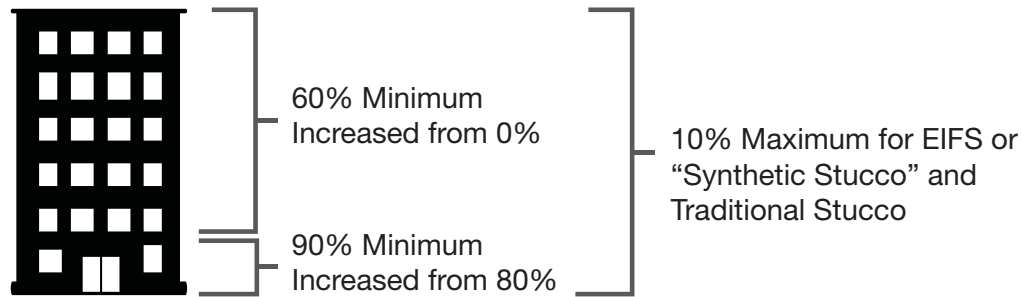
First Step House
440 S 500 East



PROPOSED CHANGES

BUILDING MATERIALS

Increase Use of High Quality, Durable Materials on Street Facing Facades



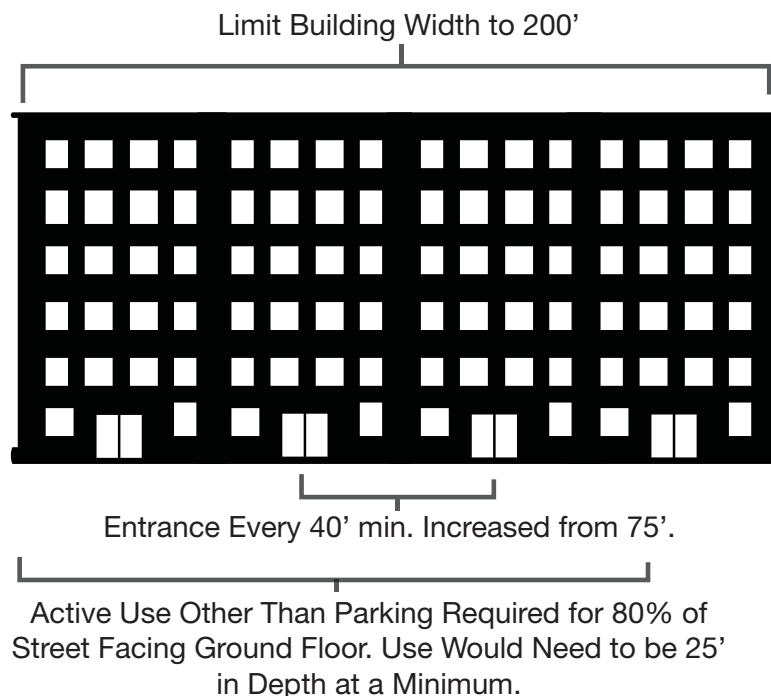
Acceptable Materials Include:

- Brick, textured/patterned concrete, cut stone, fiber cement products.
- Other materials may be approved by Zoning Administrator if similar in quality.

Development approval points would be available for buildings that exceed these minimums.

SCALE AND ACTIVITY

Reduce building scale and require ground floor activity along the street



Development approval points would be available for buildings that exceed these minimums.

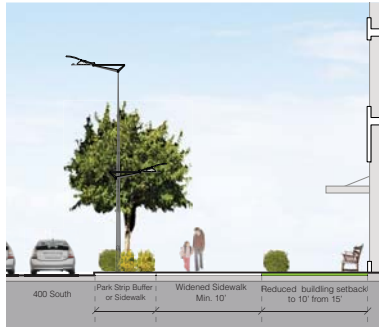
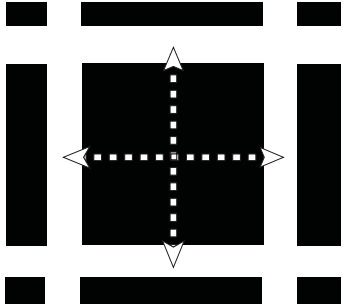
- Building width could be modified through the Conditional Building and Site Design Review public process

- On developments facing **North Temple** and **400 South** the required active use space would need to include commercial or live/work space. Alternatively, it could include residential if the shell space was built to commercial building standards that would allow conversion to commercial use in the future.
- 80% requirement could be modified to 60% through Conditional Building and Site Design Review public process

PROPOSED CHANGES

PEDESTRIAN IMPROVEMENTS

Improve pedestrian experience within TSA District



Require developments to provide midblock walkways when identified in a City Master Plan. Also increase amount of points available for providing midblock walkways.

- Reduce minimum building setback on 400 South to 10' to encourage pedestrian engagement
- Allow awnings and canopies to be built in front yard
- Require additional landscaping, such as additional trees, if setback is greater than 10'
- Require specific entry features for building entrances, such as patios and canopies

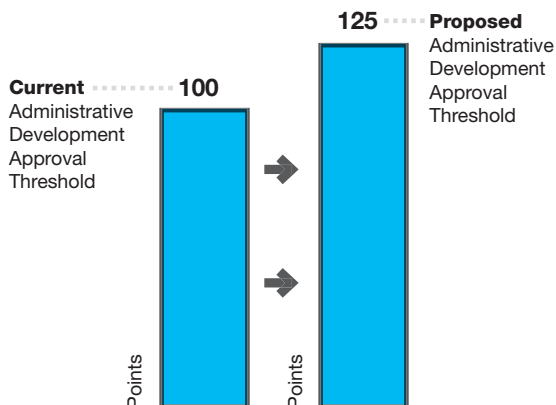
LAND USES

Clarify uses allowed in the zone

USE	UN	UC	MUEC
	P		
	P		P
	P		P
	P		P
	P		P

Convert land use table from a list of prohibited uses to a list of permitted uses. Most uses would remain allowed where currently allowed. The current "Prohibited Use Table" has caused confusion, as most zones use an "(Allowed) Permitted and Conditional Use" table.

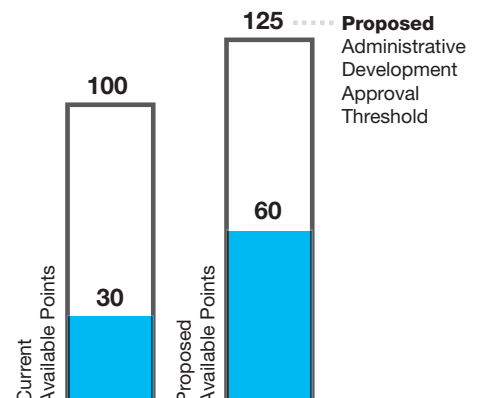
DEVELOPMENT GUIDELINES POINTS SYSTEM



Increase minimum points required for administrative development approval from 100 to 125 points to encourage higher quality development. Points are obtained by incorporating elements into developments that align with City wide goals, such as increasing the housing supply, providing midblock walkways, incorporating green building techniques, including sustainable energy production, or providing affordable housing into developments. Developments that don't reach the minimum 125 point threshold may only be approved by the Planning Commission.

AFFORDABILITY

Better incentivize providing affordable housing in transit areas



Increase the number of approval points available to projects that provide affordable housing to help encourage inclusion of affordable housing in new developments and align the points with other high priority guidelines. Affordable housing includes housing reserved for those making less than 60% area median income (AMI). The points include potential points for including affordable housing in opportunity areas.

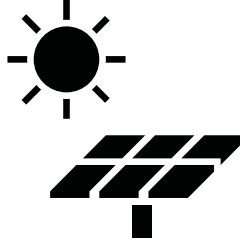
PROPOSED CHANGES

SUSTAINABILITY

Increase sustainability of development by increasing sustainability points available for project approval

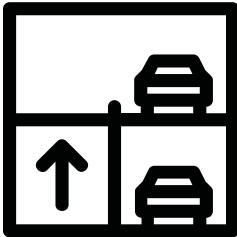


Change green building point standard from International Code Council to LEED. Points would be provided for levels of LEED certification

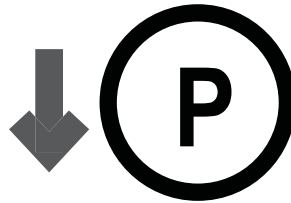


Provide points based on square footage of solar. This would replace energy offset calculation currently required for points. Additionally provide points for off-site renewable use.

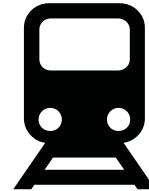
TRANSPORTATION



Change points available for providing structured parking to points for materials and visibility of the parking. Current developments have provided structured parking regardless of point incentives.



Add points for providing parking at a low dwelling unit to parking space ratio to encourage transit use.
Ex: 25 pts if parking is <1 stall per dwelling unit



Add points for providing free transit passes to residents of multi-family developments in order to encourage transit use.



Provide tiered points for including high power (Level 2+) EV charging stations

OTHER CHANGES

Other small changes are being proposed to the design guidelines and zoning regulations.

ATTACHMENT H: DESIGN STANDARDS CHAPTER 21A.37

Staff Note: *The below draft text was approved at the October 12, 2016 Planning Commission meeting. Some of the current TSA zoning text was moved into this section. One change to the approved text has been made to the upper level material requirements for TSA developments, changing it from 50% to 60%. The change is highlighted in the below text and is part of the recommended changes of this petition.*

Chapter 21A.37 Design Standards

21A.37.010: PURPOSE STATEMENT:

The design standards identified in this chapter are intended to utilize planning and architecture principles to shape and promote a walkable environment in specific zoning districts, foster placemaking as a community and economic development tool, protect property values, assist in maintaining the established character of the city, and implementing the city's master plans.

21A.37.020: Applicability:

The design standards identified in this chapter apply to all new construction and additions on property in the zoning districts listed in Tables 21A.37.060 A-F (residential [except R-1, FR, SR, and R-2 districts], commercial, manufacturing, downtown, and special purpose districts).. When an addition to an existing building is made, only the addition is subject to the design standards of this section. For existing buildings where an addition is not proposed, a change in use or interior alterations of the building are not subject to this chapter. All new construction, additions, exterior building work, structure work, and site work on property in an H historic preservation overlay district or a landmark site remain subject to a Certificate of Appropriateness as required in 21A.34.020.E of this title.

21A.37.030: Submittal Requirements:

All applications that are subject to site plan review as indicated in chapter 21A.58 shall address as part of their submittal drawings all applicable design standards identified in this Chapter, in addition to all other applicable regulations.

21A.37.040: Modifications of Design Standards:

The Planning Commission may modify any of the design standards identified in this Chapter subject to the requirements of Chapter 21A.59 Conditional Building and Site Design Review. The applicant must demonstrate that the modification meets the intent for the specific designs standards requested to be modified, the standards for conditional building and site design review and any adopted design guidelines that may apply. For properties subject to the H Historic Preservation Overlay District, the Historic Landmarks Commission may modify any of the design standards in this section as part of the review of the standards in 21A.34.020.

21A.37.050: Design Standards Defined:

The design standards in this chapter are defined as follows. Each design standard includes a specific definition of the standard and may include a graphic that is intended to help further explain the standard, however the definition supersedes any conflict between it and a graphic.

A. Ground Floor Use and Visual Interest

This standard's purpose is to increase the amount of active uses and/or visual interest on the ground floor of a building. There are two options for achieving this, one dealing solely with the amount of ground floor use, and the other combining a lesser amount of ground floor use with increased visual interest in the building façade's design.

1. Ground Floor Use Only

This option requires that on the ground floor of a new principal building, a permitted or conditional use other than parking shall occupy a minimum portion of the length of any street-facing building façade according to Table 21A.37.060. All portions of such ground floor spaces shall extend a minimum of twenty five feet (25') into the building. Parking may be located behind these spaces.

2. Ground Floor Use and Visual Interest

This option allows for some flexibility in the amount of required ground floor use, but in return requires additional design requirements for the purpose of creating increased visual interest and pedestrian activity where the lower levels of buildings face streets or sidewalks. An applicant utilizing this option must proceed through the Conditional Building and Site Design Review process for review of the project for determination of the project's compliance with those standards, and in addition, whether it contributes to increased visual interest through a combination of increased building material variety, architectural features, façade changes, art, and colors; and, increased pedestrian activity through permeability between the building and the adjacent public realm using niches, bays, gateways, porches, colonnades, stairs or other similar features to facilitate pedestrian interaction with the building.

B. Building Materials

1. Ground Floor Building Materials: Other than windows and doors, a minimum amount of the ground floor façade's wall area of any street facing façade shall be clad in durable materials according to Table 21A.37.060. Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be used for the remainder of the ground floor façade adjacent to a street. Other materials proposed to satisfy the durable requirement may be approved at the discretion of the Planning Director if it is found that the proposed material is durable and is appropriate for the ground floor of a structure.
2. Upper Floor Building Materials: Floors above the ground floor level shall include durable materials on a minimum amount of any street facing building façade of those additional floors according to Table 21A.37.060. Windows and doors are not included in that minimum amount. Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be approved at the discretion of the Planning Director if it is found that the proposed material is durable and is appropriate for the upper floor of a structure.

C. Glass

1. Ground Floor Glass: The ground floor building elevation of all new buildings facing a street, and all new ground floor additions facing a street, shall have a minimum amount of glass, or within a specified percentage range, between three (3) and eight feet (8') above grade according to Table 21A.37.060. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least five feet (5'), excluding any glass etching and window signs when installed and permitted in accordance with 21A.46 Signs. The planning director may approve a modification to ground floor glass requirements if the planning director finds:
 - a. The requirement would negatively affect the historic character of an existing building, or
 - b. The requirement would negatively affect the structural stability of an existing building, or
 - c. The ground level of the building is occupied by residential uses that face the street, in which case the specified minimum glass requirement may be reduced by fifteen percent (15%).
2. Upper Floor Glass: Above the first floor of any multi-story building, the surface area of the façade of each floor facing a street must contain a minimum amount of glass according to Table 21A.37.060.

D. Building Entrances

At least one operable building entrance on the ground floor is required for every street facing façade. Additional operable building entrances shall be required, at a minimum, at each specified length of street-facing building facade according to Table 21A.37.060. The center of each additional entrance shall be located within six feet (6') either direction of the specified location. Each ground floor non-residential leasable space facing a street shall have an operable entrance facing that street and a walkway to the nearest sidewalk. Corner entrances, when facing a street and located at approximately a 45 degree angle to the two adjacent building facades (chamfered corner), may count as an entrance for both of the adjacent facades.

E. Maximum Length of Blank Wall

The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street facing façade shall be as specified according to Table 21A.37.060. Changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. This shall include architectural features such as bay windows, recessed or projected entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature shall be either recessed a minimum of twelve inches (12") or projected a minimum of twelve inches (12").

F. Maximum Length of Street-Facing Facades

No street-facing building wall may be longer than specified along a street line according to Table 21A.37.060. A minimum of twenty (20) feet is required between separate buildings when multiple buildings are placed on a single parcel according to Section 21A.36.010.B *One Principal Building Per Lot*. The space between buildings shall include a pedestrian walkway at least 5 feet wide.

G. Upper Floor Step Back

1. For street facing facades the first full floor, and all additional floors, above thirty feet (30') in height from average finished grade shall be stepped back a minimum horizontal distance from the front line of building, according to Table 21A.37.060. An alternative to this street facing façade step back requirement may be utilized for buildings limited to 45 feet or less in height by the zoning ordinance: those buildings may provide a four foot (4') minimum depth canopy, roof structure, or balcony that extends from the face of the building towards the street at a height of between 12 feet and 15 feet above the adjacent sidewalk. Such extension(s) shall extend horizontally parallel to the street for a minimum of 50 percent (50%) of the face of the building and may encroach into a setback as permitted per Table 21A.36.020B *Obstructions in Required Yards*.
2. For facades facing single- or two-family residential districts, a public trail or public open space the first full floor, and all additional floors, above thirty feet (30') in height from average finished grade shall be stepped back a minimum horizontal distance from the corresponding required yard setback (building line) according to Table 21A.37.060.

H. Exterior Lighting

All exterior lighting shall be shielded and directed down to prevent light trespass onto adjacent properties. Exterior lighting shall not strobe, flash or flicker.

I. Parking Lot Lighting

If a parking lot/structure is adjacent to a residential zoning district or land use, any poles for the parking lot/structure security lighting are limited to sixteen feet (16') in height and the globe must be shielded and the lighting directed down to minimize light encroachment onto adjacent residential properties or into upper level residential units in multi-story buildings. Lightproof fencing is required adjacent to residential properties.

J. Screening of Mechanical Equipment

All mechanical equipment for a building shall be screened from public view and sited to minimize their visibility and impact. Examples of siting include on the roof, enclosed or otherwise integrated into the architectural design of the building, or in a rear or side yard area subject to yard location restrictions found in Table 21A.36.020.B *Obstructions In Required Yards*.

K. Screening of Service Areas

Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot (1') higher than the object being screened. Dumpsters must be located a minimum of twenty five feet (25') from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building or structure.

L. Ground Floor Residential Entrances for Single-family Dwellings

For the zoning districts listed in Table 21A.37.060 all attached single-family dwellings, townhomes, row houses, and other similar single-family housing types located on the ground floor shall have a primary entrance facing the street for each unit adjacent to a street. Units may have a primary entrance located on a courtyard, mid block walkway, or other similar area if the street-facing facades also have a primary entrance.

M. Parking Garages or Structures

The following standards shall apply to parking garages or structures whether stand alone or incorporated into a building:

1. Parking structures shall have an external skin designed to improve visual character when adjacent to a public street or other public space. Examples include heavy-gauge metal screen, precast concrete panels; live green or landscaped walls, laminated or safety glass, decorative photovoltaic panels or match the building materials and character of the principal use. The planning director may approve other decorative materials not listed if the materials are in keeping with the decorative nature of the parking structure.
 2. The architectural design of the façades should express the internal function of the structure. Façade elements shall align to parking levels and there shall be no sloped surfaces visible from a public street, public trail or public open space.
 3. Internal circulation must be designed such that parking surfaces are level (or without any slopes) along all primary facades. All ramping between levels need to be placed along the secondary façade or to the center of the structure. Parking structures shall be designed to conceal the view of all parked cars and drive ramps from public spaces.
 4. Elevator and stairs shall be highlighted architecturally so visitors, internally and externally, can easily access these entry points.
 5. Signage and way-finding shall be integrated with the architecture of the parking structure and be architecturally compatible with the design. Public parking structures entrances shall be clearly signed from public streets.
 6. Interior garage lighting shall not produce glaring sources towards adjacent properties while providing safe and adequate lighting levels. The use of sensor dimmable LEDs and white-stained ceilings are a good strategy to control light levels on site while improving energy efficiency.
 7. Where a driveway crosses a public sidewalk, the driveway shall be a different color, texture, or paving material than the sidewalk to warn drivers of the possibility of pedestrians in the area.
 8. The street level facing facades of all parking structures shall be wrapped along all street frontages with habitable space that is occupied by a use that is allowed in the zone as a permitted or conditional use.
 9. Parking structures shall be designed to minimize vehicle noise and odors on the public realm. Venting and fan locations shall not be located next to public spaces and shall be located as far as possible from adjacent residential land uses.
- N. Residential Character in RB district
1. All roofs shall be pitched and of a hip or gable design except additions or expansions to existing buildings may be of the same roof design as the original building;
 2. The remodeling of residential buildings for retail or office use shall be allowed only if the residential character of the exterior is maintained;
 3. The front building elevation shall contain not more than fifty percent (50%) glass;
 4. Special sign regulations of chapter 21A.46, "Signs", of this title;
 5. Building orientation shall be to the front or corner side yard; and
 6. Building additions shall consist of materials, color and exterior building design consistent with the existing structure, unless the entire structure is resurfaced.
- O. Primary Entrance Design in SNB district
- Primary entrance design shall consist of at least two (2) of the following design elements at the primary entrance, so that the primary entrance is architecturally prominent and clearly visible from the abutting street.
- a. Architectural details such as arches, friezes, tile work, canopies, or awnings.
 - b. Integral planters or wing walls that incorporate landscape or seating.
 - c. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, or decorative pedestal lights.
 - d. A repeating pattern of pilasters projecting from the facade wall by a minimum of eight inches (8") or architectural or decorative columns.
 - e. Recessed entrances that include a minimum step back of two feet (2') from the primary facade and that include glass on the sidewalls.

21A.37.060: Design standards required in each zoning district:

This section identifies each design standard and to which zoning districts the standard applies. If a box is checked, that standard is required. If a box is not checked, it is not required. If a specific dimension or detail of a design standard differs among zoning districts or differs from the definition, it will be indicated within the box. In cases when a dimension in this table conflicts with a dimension in the definition, the dimensions listed in the table supersede those in the definition.

DRAFT FROM OCTOBER 12, 2016 PLANNING COMMISSION HEARING WITH NEW TSA MODIFICATION

A. Residential Districts

Standard	District								
	RMF-30	RMF-35	RMF-45	RMF-75	RB	RMU-35	RMU-45	RMU	RO
Ground Floor Use (%) 21A.37.050.A.1						75	75		
Ground Floor Use + Visual Interest (%) 21A.37.050.A.2									
Building Materials: Ground Floor (%) 21A.37.050.B.1						80	80		
Building Materials: Upper Floors (%) 21A.37.050.B.2									
Glass: Ground Floor (%) 21A.37.050.C.1						60	60	40	
Glass: Upper Floors (%) 21A.37.050.C.2									
Building Entrances (feet) 21A.37.050.D						75	75	X	
Blank Wall: Maximum Length (feet) 21A.37.050.E						15	15	15	
Street-facing Façade: Maximum Length (feet) 21A.37.050.F									
Upper Floor Step Back (feet) 21A.37.050.G							10		
Lighting: Exterior 21A.37.050.H									
Lighting: Parking Lot 21A.37.050.I					X			X	
Screening of Mechanical Equipment 21A.37.050.J						X	X	X	
Screening of Service Areas 21A.37.050.K						X	X	X	
Ground Floor Residential Entrances 21A.37.050.L									
Parking Garages or Structures 21A.37.050.M									
Residential Character in RB district 21A.37.050.N					X				
Primary Entrance Design in SNB district 21A.37.050.O									

B. Commercial Districts

Standard	District							
	SNB	CN	CB	CS	CC	CSHBD	CG	TSA
Ground Floor Use (%) 21A.37.050.A.1								80
Ground Floor Use + Visual Interest (%) 21A.37.050.A.2								60/25
Building Materials: Ground Floor (%) 21A.37.050.B.1								90
Building Materials: Upper Floors (%) 21A.37.050.B.2								50/60
Glass: Ground Floor (%) 21A.37.050.C.1	40	40	40			40		60
Glass: Upper Floors (%) 21A.37.050.C.2								
Building Entrances (feet) 21A.37.050.D	X	X	X	X	X	X	X	40
Blank Wall: Maximum Length (feet) 21A.37.050.E	15	15	15			15		15
Street-facing Façade: Maximum Length (feet) 21A.37.050.F								200
Upper Floor Step Back (feet) 21A.37.050.G						15		
Lighting: Exterior 21A.37.050.H	X					X		X
Lighting: Parking Lot 21A.37.050.I	X	X	X	X	X	X	X	X
Screening of Mechanical Equipment 21A.37.050.J	X	X	X			X		X

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Screening of Service Areas 21A.37.050.K	X	X	X					X
Ground Floor Residential Entrances 21A.37.050.L								X
Parking Garages or Structures 21A.37.050.M								
Primary Entrance Design SNB district 21A.37.050.O	X							

C. Manufacturing Districts

Standard	District	
	M-1	M-2
Ground Floor Use (%) 21A.37.050.A.1		
Ground Floor Use + Visual Interest (%) 21A.37.050.A.2		
Building Materials: Ground Floor (%) 21A.37.050.B.1		
Building Materials: Upper Floors (%) 21A.37.050.B.2		
Glass: Ground Floor (%) 21A.37.050.C.1		
Glass: Upper Floors (%) 21A.37.050.C.2		
Building Entrances (feet) 21A.37.050.D		
Blank Wall: Maximum Length (feet) 21A.37.050.E		
Street-facing Façade: Maximum Length (feet) 21A.37.050.F		
Upper Floor Step Back (feet) 21A.37.050.G		
Lighting: Exterior 21A.37.050.H	X	X
Lighting: Parking Lot 21A.37.050.I	X	X
Screening of Mechanical Equipment 21A.37.050.J		
Screening of Service Areas 21A.37.050.K		
Ground Floor Residential Entrances 21A.37.050.L		
Parking Garages or Structures 21A.37.050.M		

D. Downtown Districts

Standard	District			
	D-1	D-2	D-3	D-4
Ground Floor Use (%) 21A.37.050.A.1				75 ³
Ground Floor Use + Visual Interest (%) 21A.37.050.A.2				
Building Materials: Ground Floor (%) 21A.37.050.B.1			70 ²	
Building Materials: Upper Floors (%) 21A.37.050.B.2			70 ²	
Glass: Ground Floor (%) 21A.37.050.C.1	40/60 ¹		40	40
Glass: Upper Floors (%) 21A.37.050.C.2				
Building Entrances (feet) 21A.37.050.D				
Blank Wall: Maximum Length (feet) 21A.37.050.E				
Street-facing Façade: Maximum Length (feet) 21A.37.050.F				
Upper Floor Step Back (feet) 21A.37.050.G				
Lighting: Exterior 21A.37.050.H				
Lighting: Parking Lot 21A.37.050.I				
Screening of Mechanical Equipment 21A.37.050.J				
Screening of Service Areas 21A.37.050.K				
Ground Floor Residential Entrances 21A.37.050.L				
Parking Garages or Structures 21A.37.050.M				

¹ Minimum requirement is sixty percent (60%) when project is within the Main Street retail core.

² In the D-3 zoning district this percentage applies to all sides of the building, not just the front or street-facing façade.

³ This percentage applies only as a requirement as noted in 21A.30.045.C.7.a.(1) for projects that are seeking conditional height

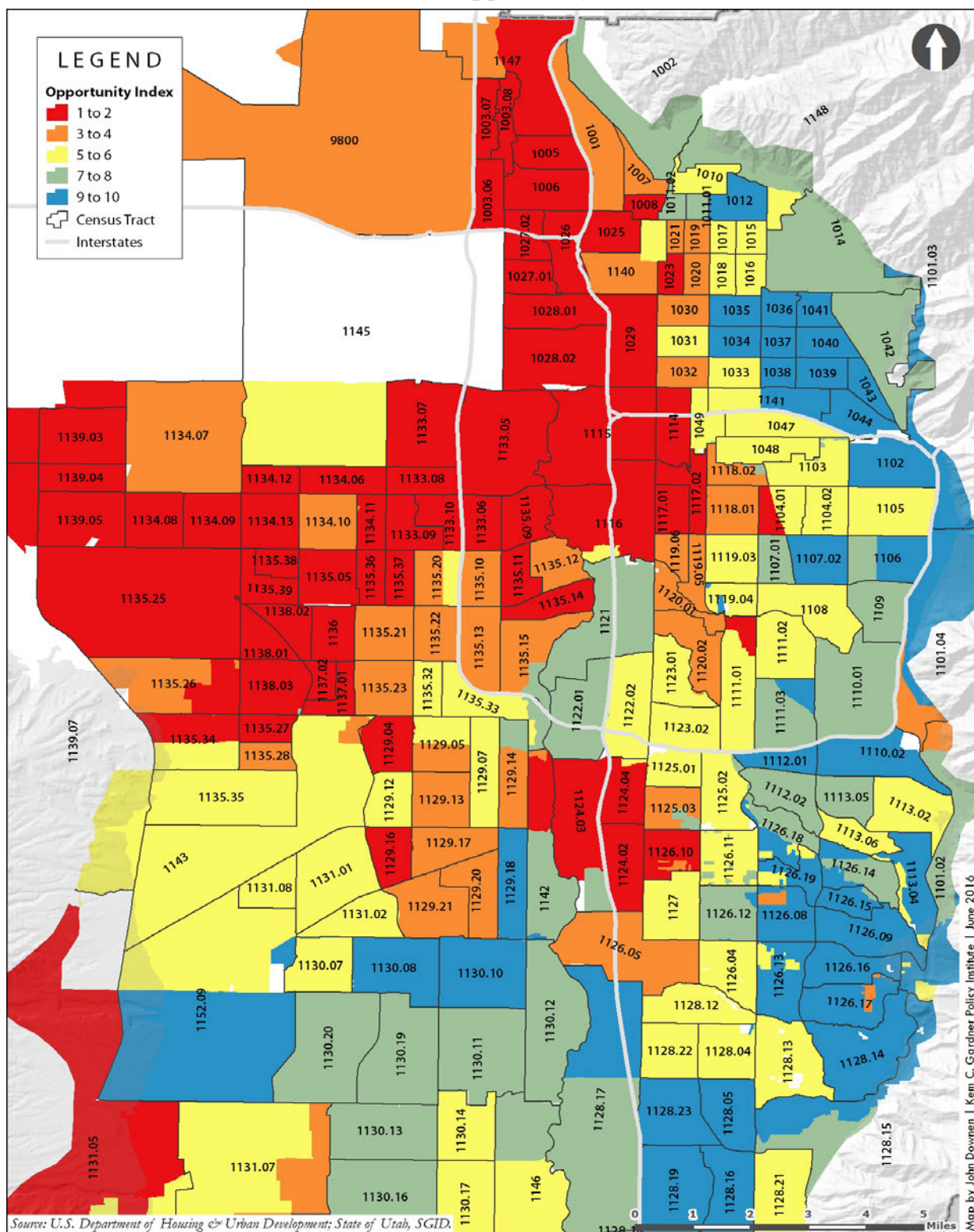
DRAFT FROM OCTOBER 12, 2016 PLANNING COMMISSION HEARING WITH NEW TSA MODIFICATION

E. Special Purpose Districts

Standard	District															
	R P	BP	F P	AG	AG-2	AG-5	AG-20	PL	PL-2	I	U I	OS	NOS	M H	EI	MU
Ground Floor Use (%) <i>21A.37.050.A.1</i>																
Ground Floor Use + Visual Interest (%) <i>21A.37.050.A.2</i>																
Building Materials: Ground Floor (%) <i>21A.37.050.B.1</i>																
Building Materials: Upper Floors (%) <i>21A.37.050.B.2</i>																
Glass: Ground Floor (%) <i>21A.37.050.C.1</i>																40-70
Glass: Upper Floors (%) <i>21A.37.050.C.2</i>																
Building Entrances (feet) <i>21A.37.050.D</i>																X
Blank Wall: Maximum Length (feet) <i>21A.37.050.E</i>																15
Street-facing Façade: Maximum Length (feet) <i>21A.37.050.F</i>																
Upper Floor Step Back (feet) <i>21A.37.050.G</i>																
Lighting: Exterior <i>21A.37.050.H</i>																X
Lighting: Parking Lot <i>21A.37.050.I</i>		X														X
Screening of Mechanical Equipment <i>21A.37.050.J</i>																X
Screening of Service Areas <i>21A.37.050.K</i>																X
Ground Floor Residential Entrances <i>21A.37.050.L</i>																
Parking Garages or Structures <i>21A.37.050.M</i>																

ATTACHMENT I: OPPORTUNITY INDEX MAP EXTRACT FROM UTAH HOUSING CORPORATION ALLOCATION PLAN

Salt Lake County Opportunity Index Tracts



9/29/2016

Exhibit B AREAS OF OPPORTUNITY

In an effort to incentivize affordable housing development in high opportunity areas, points will be awarded to projects located in census tracts with strong social equity indicators. Salt Lake County, Utah County, Davis County, and Weber County have mapped all census tracts by an Opportunity Index* (see attached maps). Projects located in one of these counties will receive points as follows:

Opportunity Index Score	Number of Points
1-2	0 points
3-4	1 point
5-6	2 points
7-8	3 points
9-10	4 points

Projects located outside of Salt Lake County, Utah County, Davis County, and Weber County will receive 4 points if the census tract poverty rate is below 10.0%. This will be measured using the 2016 data found here: <https://geomap.ffiec.gov/FFIECGeocMap/GeocodeMap1.aspx>. If the percent below poverty line is 10.0% or more, no points will be awarded to the project Application.

*The Opportunity Index was developed by James Wood of the Kem C. Gardner Policy Institute, and compiles rankings based on five factors: school proficiency, job access, labor market engagement, poverty, and housing stability.

ATTACHMENT J: FULL SUMMARY DOCUMENT OF CHANGES

TSA Zoning District Summary of Proposed Changes - 11/3/2016

Note: Most of the design standard changes are included in the proposed Design Standards chapter 21A.37 and are not included in the proposed TSA zoning code text in 21A.26.078. The proposed Design Standards Chapter draft can be accessed at this [link](#).

Below is a list of changes to the TSA zoning district that are being proposed by the Planning Division. This list and the details are subject to change due to internal review, public input, and review by the Planning Commission and City Council. Some minor, miscellaneous changes are not listed in the below summary. Please refer to the proposed zoning code text and “Development Guidelines” manual for all the changes.

Changes to Zoning Code (Ordinance)

Noticing	
The primary issue is that neighbors do not receive any notification that a new building may be being built next door. This issue is not unique to the TSA zoning district and is similar to what would happen with a permitted use in any zoning district where the only approval or permit required is a building permit.	
Current Regulation	Proposed Regulation
No noticing requirement unless the project is required to be reviewed by the Planning Commission.	Administrative (Staff) Approval Eligible Projects: <ul style="list-style-type: none">• Noticing similar to Special Exception. Adjacent properties notified of receipt of application, where to find development information, and when decision will be made.• The notice is an FYI and identifies where people can learn more. It will also explain the approval process. Planning Commission Eligible Projects: <ul style="list-style-type: none">• Normal public hearing noticing requirements, which is a notice sent to all property owners and tenants within 300 feet, the property is posted with a sign, and notice sent to recognized organizations.
Table of Prohibited Uses	
The table of prohibited uses in the ordinance creates confusion for the community, property owners, developers, and the lending community. The table may be producing unnecessary amount of work to administer the ordinance because of the confusion. The proposal would be to add a table of permitted and conditional uses, which is similar to all other zoning districts in the City.	
Current Regulation	Proposed Regulation
Table of prohibited uses lists those uses that are not allowed.	Adds a table of permitted and conditional uses to the land use table chapter. In most instances, the uses that were prohibited will not be permitted. Some uses that were prohibited will now be listed as permitted or conditional. Proposed Changes Include: <ul style="list-style-type: none">• Permitting limited auto oriented uses, such as drive-through and minor auto repair uses within the Transition MUEC and SP.

	<ul style="list-style-type: none"> • Removing brewery, and winery, from transition areas of UN/UC, due to low scale residential proximity potential. Small breweries would continue to be allowed in these zones. • Making uses such as “Amusement Park” and “Zoo” conditional. • Removing “Tire Distribution Retail/Warehouse.” Retail tire stores would still be allowed under retail. • Removing “Large wind energy systems” as principal or sole uses of property due to scale. Wind systems could still be incorporated into developments as accessory use. • Removing “Solar Arrays” as principal or sole uses of property in TSA-UN/UC. Solar panels/arrays could still be incorporated into developments as accessory. • Reducing areas allowed for “Exhibition Halls” and “Convention Centers” and making conditional. • Reducing areas allowed for “Park and Ride Lots” to transition areas in the SP and MUEC. Structured parking could still be used for park and ride uses. • Changing “Stadiums” to conditional. • Removing “Food Processing,” from TSA-UN-T. • “Artisan Food Production” added to all TSA zones to allow limited food production use. • “Commercial Food Preparation” added to UN/UC-Core, and all MUEC and SP zones. • Making “Auditorium” uses not allowed in UN-T and UC-T due to single family proximity and wide spectrum of use allowed under “Auditorium” definition. Instead allowing “Theater, Live Performance” as a Conditional Use. • Eliminating “Auditorium” use from UN/UC/MUEC as it is a general use that overlaps more specific uses that are already listed separately in the tables. • Reducing areas allowed for “Amphitheaters” to SP zone due to potential noise and scale impacts. • Making “Social Service Missions and Charity Dining Halls” conditional in core and transition areas of UN and UC. • Removing “Grain Elevator” from UN/UC. • Permitting “Theater” uses in MUEC-T. • Removing “Vehicle Auction” from UN-Core. • Clarifying where wireless facilities are allowed and height allowed.
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Setbacks	
Front setback requirement is problematic along 400 South and is not producing usable space in the setback or providing street engagement for nonresidential uses.	
Current Regulation	Proposed Regulation
Current min. setback along 400 South: 15'	<ul style="list-style-type: none"> Minimum 50% of building must be built to minimum 10' setback. Remaining may be setback up to 20', with exceptions for plazas, courtyards, and outdoor dining areas. Also simplifying North Temple setback to 5' minimum and 15' max to encourage buildings to be built closer to sidewalk. Exceptions allowed for plazas, courtyards, and outdoor dining areas.
<ul style="list-style-type: none"> Front yards are only required to be landscaped as indicated in the landscaping chapter. A minimum of 33% of the area must include live plant materials. 	<ul style="list-style-type: none"> Added additional landscaping percentage and tree requirement for front/corner side yards greater than 10' in depth. Added allowances for awnings, canopies, and arbors within front yards. Added requirement for 30% of yard to be occupied by active outdoor space, such as plazas, patios, public outdoor spaces, or private residential yards.
Parking Lot Location	
The ordinance contains conflicting regulations regarding parking lots as a standalone use.	
Current Regulation	Proposed Regulation
Surface parking lots are permitted as the principal use on a parcel of land	Delete this provision. Surface parking lots would still be allowed, but would not be allowed to be the only use on the property.
Building Scale	
One of the primary concerns identified is that large buildings are having a negative impact on the character of the street and the function of the streets as walkable areas. There are a number of factors that create the scale of the building, including the height, setbacks, length of building wall, materials uses, ground floor design, etc.	
Current Regulation	Proposed Regulation
Building entrance required on average of every 75 feet.	<ul style="list-style-type: none"> Building entrance required for a minimum of every 40 feet. Ground floor residential uses are required to have a primary entrance facing the street. These provisions are in the new proposed Design Standards Chapter 21A.37. Staff report here.
Length of building wall uninterrupted by glass, doors, change in building wall plane, or similar design feature required every 30 feet.	<ul style="list-style-type: none"> Reduce the length of building wall uninterrupted by windows, doors, change in building wall plane to 15 feet. This provisions is in the new proposed Design Standards Chapter 21A.37. Staff report here.
Length of building wall adjacent to a street is not limited.	<ul style="list-style-type: none"> Limit the length of buildings walls adjacent to a street to 200 feet. This provisions is in the new proposed Design Standards Chapter 21A.37. Staff report here.

Ground Floor Uses

Similar to the issue of scale, the ground floor of buildings are not including uses that help activate the street, put eyes on the street, or provide commercial spaces to help maintain the need to provide spaces for commerce and economic development. All of these restrictions may be modified through CBSD process.

Current Regulation	Proposed Regulation
Prohibits ground floor parking from being visible from the street, but does not require any specific uses.	<ul style="list-style-type: none"> Require ground floor use for a minimum of 80% of street frontage, reducible to 60% with Planning Commission approval. Use is required to extend a minimum of 25 feet into building.
Building entrances required on average of every 75 feet.	<ul style="list-style-type: none"> Building entrance required for every 40 feet. Ground floor uses are required to have a primary entrance facing the street. Added requirement for specific entry features, including awnings, recessed entrances, porches, or stoops, for entrances.
No requirements for nonresidential or commercial uses on ground floors of major streets	<ul style="list-style-type: none"> Require ground floor commercial, institutional, or public use space on all facades along 400 S and North Temple. Allow residential uses if the ground floor is built to a commercial standard and can allow conversion to commercial uses in the future. Allow live/work units as an alternative as well.

Inner-Block Walkways

Large footprint buildings and lack of side yard setback requirements makes it unlikely for midblock walkways to ever be constructed. The large blocks of the City create longer walking distances and reduce route options. This type of infrastructure is necessary to increase the number of people who are willing to walk between where they live and/or work or other destinations

Current Regulation	Proposed Regulation
No requirement for a midblock walkway.	<ul style="list-style-type: none"> Require midblock walkways when they are identified in an adopted master plan of the City. Minimum width of walkway is 10 feet, with a minimum paved path width of 6 feet.

Building Materials

There are two primary issues with the existing building material regulations. The first is that the allowed materials list is very limited. Architects have expressed a desire to allow more materials. The second issue is that there are no building material requirements for upper floors. Related to this issue is the use of exterior insulated finishing systems (EIFS), which is sometimes referred to as "synthetic stucco."

Current Regulation	Proposed Regulation
Specific high-quality ground floor building materials required for 80% of street facing facades. Allowed materials include brick, masonry, textured or patterned concrete, and/or cut stone.	<ul style="list-style-type: none"> Increase minimum to 90%. Expand allowed materials to include fiber cement products. Other materials may be allowed if they are durable, long lasting materials and approved by the Planning Director.

No building material requirements for upper floors.	<ul style="list-style-type: none"> Require at least 60% of upper floor materials to be composed of the same high-quality materials allowed for ground floors. On a six story building this would mean approximately 65% of façade would be covered in durable materials.
No restriction on EIFS (Exterior Insulation and Finishing System)	<ul style="list-style-type: none"> Limit EIFS and traditional stucco to a max of 10% of all street facing façades.
<p align="center">Parking Structure Design Standards</p> <p>Parking structures have the potential to have a large visible impact to the street and adjacent properties.</p>	
Current Regulation	Proposed Regulation
<ul style="list-style-type: none"> Ground floor of parking structures required to have an active use. Levels of parking above the first floor that are visible from a street are required to be level, not sloped. Vehicles shall be screened. Underground parking may extend up to 5 feet above grade if they are screened by vegetation or wrapped in ground floor building materials. 	<ul style="list-style-type: none"> Must be wrapped with a building material that adds interest and screens vehicles. Parking levels must be level. All ramps must be internal to the structure. Elevators and stairs need to be externally highlighted. Signage and wayfinding incorporated into the building. Interior lighting shall not create a nuisance outside the structure. Driveways must be different than sidewalk materials. Habitable space required along the street level. Venting and mechanical equipment must be screened and not located near the sidewalk. Street facing building materials and use requirements apply to parking structures.
<p align="center">Minor changes to make it easier to use the ordinance</p> <p>Minor changes include small changes that clarify existing regulations. These types of issues are identified as the Planning Division and Building Services reviews projects and identifies sections of the code that need create confusion or require some sort of interpretation of the code.</p>	
Current Regulation	Proposed Regulation
Additional building height provisions allow for an extra story of building height for sloped roofs.	Require that the slope be visible from the street and cannot be hidden behind a parapet wall.
The current setback requirements are listed in a bulleted format that makes it difficult to readily determine what the setbacks are.	List setbacks in a chart so it is easier to use and administer the setbacks.

Changes to Guidelines

The following table summarizes the proposed changes to the development guidelines in the TSA zoning district. The development guidelines are used to determine the approval process for new projects. Each guideline includes a point value that is based on a combination of the cost of including the guideline in the project, the level of importance of

the guideline in relation to accomplishing City goals, and level of desirability to the community in general. The proposed changes are in response to the number of projects that have been reviewed under the TSA process, issues identified with the existing guidelines and a changing emphasis on citywide goals. Other small changes not included in this summary are being made to clarify guidelines and may adjust some points.

Mix of Uses	
The intent of this guideline is to promote mixed use development. A mixed use development generally includes residential on the upper floors and businesses on the ground floor.	
Current Guideline	Proposed Guideline
Based on % of total ground floor area for nonresidential uses	Based on % of floor area of street facing habitable space only, not entire ground floor area. Ordinance change will require this space to be a minimum depth of 25 feet. <ul style="list-style-type: none"> • If 100% of area is nonresidential use: 20 points • 75-99% of area is nonresidential use: 15 points • 50-74% of area is nonresidential use: 10 points
Affordable Housing	
The intent of this guideline is to promote more mixed income housing development and increase the supply of affordable housing units in the City.	
Current Guideline	Proposed Guideline
Points are based on the % of affordable units provided. Affordable units are restricted to persons making less than 80% of area median household income. Points awarded: <ul style="list-style-type: none"> • More than 30% of units: 30 points • 20-30% of units: 20 points • 10-20% of units: 10 points 	Eliminated points for projects between 61% to 80% AMI. One scale for % of units that are less than 60% of the AMI: <ul style="list-style-type: none"> • More than 30% of units: 50 points • 20-30% of units: 40 points • 10-20% of units: 20 points • Added points for providing affordable housing in areas with a high opportunity index rating.
Sustainable Site and Open Space Design	
The purpose of this guideline is to encourage sustainable design features into a project. This guideline includes landscaped roofs, rooftop design, energy reduction features, sustainable storm water management practices, and other similar features as design principles that qualify for points.	
Current Guideline	Proposed Guideline
Guideline allowed points for alternative energy (covered by other guidelines)	Alternative energy production removed from this guideline and placed in a separate guideline.
Green Building	
The Green Building guideline is intended to award projects that are voluntarily going through a certification process offered by an outside entity that measures building performance in terms of sustainability.	
Current Guideline	Proposed Guideline

<p>The current guidelines use ICC (International Code Council) green building standards. This program was selected because it can be reviewed at time of building permit review. However, it is not widely known.</p>	<ul style="list-style-type: none"> • The proposal switches to pre-certified LEED (Leadership in Energy and Environmental Design) with no change in points. • LEED is more widely known and includes a pre-certification process that is more in line with the City's approval process.
<p style="text-align: center;">Energy Efficiency</p> <p>This guideline helps incentivize the use of alternative energy production and energy savings building systems.</p>	
<p style="text-align: center;">Current Guideline</p>	<p style="text-align: center;">Proposed Guideline</p>
<p>The current guideline awards points based on the % of the buildings anticipated energy consumption is provided by alternative energy. This is difficult to determine on many projects and has not been used.</p>	<ul style="list-style-type: none"> • Allow points based on square feet of solar or geothermal heating/cooling because they can be measured prior to building being constructed and checked through permit and inspection process. • Preserved points for 100% (net-zero) and 50% renewable energy use. Added allowance for off-site renewable energy if able to demonstrate long-term commitment/contract.
<p style="text-align: center;">360 Degree Architecture</p> <p>The purpose of this guideline is to incentivize the use of certain design features on multiple sides of buildings and discourage large, blank walls on the side and rear elevations of buildings.</p>	
<p style="text-align: center;">Current Guideline</p>	<p style="text-align: center;">Proposed Guideline</p>
<p>The current guideline lists a number of things that define what 360 degree means. The points are awarded based on the number of sides of a building that contain the features.</p>	<p>Add dimensional requirements to each of the design features that qualify so that it is easier to determine whether or not the guideline has been included or not.</p>
<p style="text-align: center;">Building Materials</p> <p>This guideline incentivizes the use of higher quality building materials on street facing facades than what is required by the TSA zoning district. The TSA zoning district currently requires 80% of street facing, ground floors to be covered in high quality, durable building materials. A new standard is being added that requires 60% of street facing, upper floors to use high quality building materials. On a 6 story building, this could result in approximately 65% of an overall façade using high quality, durable building materials. This guideline awards points if the project exceeds the minimum requirements of the zoning ordinance.</p>	
<p style="text-align: center;">Current Guideline</p>	<p style="text-align: center;">Proposed Guideline</p>
<ul style="list-style-type: none"> • Limited materials that qualified • Low % of total street facing façade 	<ul style="list-style-type: none"> • 20 points are available if more than 80% of the street facing façade above the ground floor is clad in durable materials. • 15 points are available if more than 70% (10% above minimum) of the street facing façade above the ground floor is clad in durable materials.
<p style="text-align: center;">Rooftop Design</p> <p>This guideline is intended to add variety to the roof shapes of buildings and add interest to the skyline.</p>	
<p style="text-align: center;">Current Guideline</p>	<p style="text-align: center;">Proposed Guideline</p>
<p>Awards points for roof top designs that include sloping roofs and other rooftop design features.</p>	<p>Clarify that a sloping roof has to be visible from a public street to qualify and cannot be hidden behind a parapet wall.</p>

<p align="center">Eyes on the Street</p> <p>Windows, doors, and outdoor space on buildings tend to make public spaces safer and more inviting. This guideline is intended to incentivize building features that accomplish this.</p>	
Current Guideline	Proposed Guideline
The guideline lists but does not provide any dimensional requirements to qualify.	Add a minimum dimension for usable balconies and increase the total points from 10 to 15. Added balcony minimum dimensions of 5 ft depth, 30 sq ft.
<p align="center">Public Art</p> <p>The intent of this guideline is to increase the amount of art in the city that is visible to the public.</p>	
Current Guideline	Proposed Guideline
The current guideline provides points based on the % of a project budget that is allocated for public art. This guideline has not been used and often times total project budget is difficult to determine until construction drawings are complete.	<ul style="list-style-type: none"> • Allow points based on the number of public art pieces provided. • Public art has to be visible from a public space. • A maximum of 6 points are available.
<p align="center">Bicycle Amenities</p> <p>This guideline is intended to increase the bicycle infrastructure in buildings to encourage cycling in the City.</p>	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> • Provides points for providing a bike rack. • The zoning ordinance has been changed since this guideline was created and now requires bike racks. 	<ul style="list-style-type: none"> • Removed points for bike racks (required by ordinance)
<p align="center">Access to Transit</p> <p>This guideline is intended to encourage new development close to TRAX stations.</p>	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> • Current guidelines provide points simply for being located within certain distances of a TRAX station. 	<ul style="list-style-type: none"> • Adds points for providing transit passes to residents in multi-family developments for a period of 3 years from initial building occupancy. Verification will need to be provided through the Transportation division which manages transit pass program for City residents.
<p align="center">Public Walkways Interior of the Block</p> <p>The purpose of this guideline is to encourage the creation of walkways, alleys, and small streets that break up the large city blocks and encourage more walking, biking, and alternative routes for vehicles.</p>	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> • The current guideline is worth a limited number of points that do not incentivize providing a midblock walkway. • The guideline does not indicate what the minimum width for a walkway should be. 	<ul style="list-style-type: none"> • Add minimum widths and increase the points. • 30 points would be available if a narrow alley or street is provided. • 20 points if it is a walkway that is a minimum of 10 feet in width. <p>Changes to the TSA zoning district are going to require midblock walkways where the walkway is indicated in an adopted master plan.</p>

Parking	
The parking guideline was initially created to encourage structure parking versus surface parking. The guideline also included basic design guidelines to address the overall design of the structure.	
Current Guideline	Proposed Guideline
<p>Points are based on the % of total parking that is located in a parking structure or below grade.</p> <ul style="list-style-type: none"> 100% of the parking is structured: 50 points 75% of the parking is structured: 40 points 50% of the parking is structured: 25 points. 	<ul style="list-style-type: none"> Changed to parking structure design and % of parking structure wrapped by habitable space or that is wrapped in durable high quality building materials. The total available points are limited to 25. <p>Ordinance changes add design requirements for parking structures.</p>
Shared Parking	
This guideline was meant to incentivize projects that shared their parking.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Points available for sharing parking with other uses, based on approval from Board of Adjustment and specific sharing ratios allowed by the zoning ordinance. Spaces would be shared by two uses that have different peak demand periods. So a use with mostly weekend uses could share parking with a use that generally is only used on weekdays. 	<ul style="list-style-type: none"> Proposed to remove guideline. These points have not been used by TSA developments and the allowances provided by the zoning ordinance have not generally been conducive to encouraging shared parking arrangements. Existing allowance of off-site parking and low-required parking minimums in the TSA district make sharing parking possible without the special approvals that were required by this guideline.
Alternative Parking	
This guideline was meant to incentivize projects that provided parking for electric vehicles, scooters, and other alternative vehicles.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Points are available for providing any type of EV stations. <p>Since this guideline was adopted, the City started requiring all new projects to provide EV stations. The City Council is considering making changes so that an actual station is not required, but new buildings will be required to have the conduit and electrical capacity to provide stations.</p>	<ul style="list-style-type: none"> Points provided based on type of EV charging stations. EV stations with the capability of charging vehicles faster receive more points. These changes are in response to the changes in City ordinance.
Parking Ratio	
This is a new guideline that is being proposed. This guideline is an alternative approach to incentivizing projects that provide less parking than what the market is currently providing in transit areas.	
Current Guideline	Proposed Guideline
This is a new guideline being added.	<ul style="list-style-type: none"> Points based on the parking ratio of the project. Residential components of a project receive 25 points if the parking provided is less than 1 stall per unit and 15 points if the ratio is between 1.25 stalls per unit and 1 stall per unit.

	<ul style="list-style-type: none"> Non residential projects receive 25 points if the parking ratio is 2 or less stalls for every 1,000 square feet.
<p style="text-align: center;">Community Engagement</p> <p style="text-align: center;">This is a new guideline that is being proposed. This guideline is meant to incentivize and reward engaging the community about future development.</p>	
Current Guideline	Proposed Guideline
This is a new guideline being added.	<ul style="list-style-type: none"> Points provided for engaging the community, by holding an open house for the project or presenting the project at a community council meeting. 10 points available.

Changes to the Approval Process

Current proposal is a two-tiered process. Administrative approval would require 125 points or more. Developments under 125 points will need to go through the Conditional Building and Site Design review process through the Planning Commission, as currently required for projects under 49 points.

The proposed changes to the approval process include the following changes:

- Exempting single family, two family and three family dwellings from the approval process. These types of projects would not be subject to the development guidelines, but would be required to comply with all zoning regulations.
- Changing from a three tiered process to a two tiered process. The middle tier would be eliminated and projects would either be approved by the Planning Commission after a public hearing or at the staff level.
- Increasing the threshold for administrative approvals to 125 points.

ATTACHMENT K: ANALYSIS OF STANDARDS - ZONING TEXT AMENDMENT

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

Criteria	Finding	Rationale
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;	Consistent with City planning documents.	There are a variety of City Master Plans that address general aspects of the proposed amendments. All City Master Plans address walkability and improving the pedestrian experience in City right-of-ways. The North Temple Boulevard Master Plan includes a variety of goals and policies that encourage pedestrian interaction and active uses along street frontages to engage pedestrians and create vibrant streetscapes. The Central Community Master Plan in its discussion regarding Transit Oriented Development supports mixed-use developments. It recognizes the potential for either all residential or all-commercial developments to occur instead and encourages vertical mixed use development. The proposed changes are intended to address these objectives and policies.
2. Whether a proposed text amendment furthers the specific purpose statements of the zoning ordinance;	The changes further the purpose statements of the zone.	The proposed changes maintain conformity with the general purpose statements of the TSA zoning ordinance that encourage high quality transit-oriented development, and are intended to better implement these statements through additional zoning controls.
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	Consistent with the Historic Preservation Overlay.	Some areas of the TSA zone are within the Historic Preservation Overlay. The TSA guidelines currently include provisions that encourage and reward participating in the Historic Landmarks process, including designating potential historic resources as Landmark Sites to help preserve them. The proposed changes maintain these guidelines.
4. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design.	The changes implement best practices.	The proposed changes attempt to more effectively and clearly implement professional urban design principles in order to improve the development result within the TSA zoned area of the City. The changes are generally consistent with best planning practice. Some of the proposed regulations are similar to zoning practices used in other major cities, such as Seattle, San Francisco, Portland, or New York, to encourage high quality pedestrian environments. These include standards related to ground floor uses, transparency, building length, and material requirements.

ATTACHMENT L: PUBLIC PROCESS & COMMENTS

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project:

- Open City Hall Survey - June to August: Over 100 people participated in the survey. The comments received through that survey are on the pages that follow this summary.
- Open House 1 - July 28th: Held at the City & County Building. At least 18 people attended. Notices were sent to community councils, as well as all property owners within and near the TSA zone, and developers who had worked on projects in the TSA zone.
- Planning Commission Briefing and Public Hearing - August 24th: This Planning Commission briefing was held on August 24th. The intent of this briefing and public hearing were to obtain additional public comments, inform the Planning Commission of progress in the development of the code changes, and obtain additional feedback from the Planning Commission on the changes. Notices were sent to community councils, as well as all property owners within and near the TSA zone, and developers who had worked on projects in the TSA zone. Additional notices were e-mailed to individuals who had attended the first open house, as well as those who had sent e-mailed inquiries or comments about the changes.
- Open House 2 - October 13th: This open house was intended to inform the public about the most recent changes and obtain additional feedback. The materials were all available online prior to the Open House so that interested parties did not have to travel to the City and County Building. Notices were sent to community councils, as well as all property owners within and near the TSA zone, and developers who had worked on projects in the TSA zone. Additional notices were e-mailed to individuals who had attended the first open house, as well as those who had sent e-mailed inquiries or comments about the changes.
- Central City Neighborhood Council - November 2nd: Staff attended this community council meeting at the request of the chairperson and provided an overview of the proposed changes.

Notice of the November 9th public hearing for the proposal included:

Public hearing notice mailed on October 27, 2016

Public hearing notice posted on October 27, 2016

Public notice posted on City and State websites and Planning Division listserv on October 27, 2016

Public Input:

Public comments obtained throughout this process, including those from the Open City Hall survey, are located on the following pages.

Echeverria, Daniel

From: Nick Palmer [REDACTED]
Sent: Wednesday, November 02, 2016 5:40 PM
To: Echeverria, Daniel
Subject: transit station area zoning revision

I have a few comments on the zoning revisions for 400 south. I mentioned one about mixed use zoning to allow businesses to get their presence.

I also want to suggest a bike lane down 400 south. Most people in cars don't "share the road" and it becomes a danger to me as a cyclist. A buffer zone would be helpful and provide more safety.

I also suggest the possibility of street parking alongside the bike lane.

I would like to be notified of other meeting and hearings held in coordination with this plan.

Thank you,
Nick Palmer

Echeverria, Daniel

From: Sean Neves [REDACTED]
Sent: Tuesday, October 11, 2016 11:31 AM
To: Echeverria, Daniel
Subject: Re: Transit Station Area Zoning Changes Update and Open House

Follow Up Flag: Follow up
Flag Status: Completed

Thanks Daniel! I'll definitely be at the open house. One thing I would love to see is distilleries following the small brewery model where you see "Conditional" in Transition zones instead of not permitted. My main concern is the Transition zones don't necessarily abut residential along corridors like North Temple and 900 West, which are largely commercial and light industrial. These seem to be peculiarities of the maps as they are drawn. I think that Conditional designation does provide some protection for abutting residential in Transition zones without having to go to some sort of "major street" designation or the like.

Just my two cents of course! Thank you for your excellent and hard work. I really like the direction of these changes.

Kindest regards,

Sean Neves

[REDACTED]

Founder



congregation
spirits

Echeverria, Daniel

From: Brian Tonetti [REDACTED]
Sent: Thursday, October 13, 2016 2:04 PM
To: Echeverria, Daniel
Subject: TSA Zoning Amendments
Attachments: tsa_zoning_comments.pdf

Hey Daniel,

I am not able to make it to the Open House tonight, but I wanted to circle back on our proposed additions to the TSA Zoning Code in regards to daylighting. See attached for reference. The TSA Zone along North Temple contains the underground waters of City Creek, and extends into the Folsom Corridor, which has been proposed for 10+ years to daylight City Creek. We think this amendment presents excellent opportunity to add some language about daylight as a potential project for this zone and implement incentives for this desired used.

Please let us know if you need any clarification or have any questions on our proposal. I am happy to chat on the phone or meet!

Thanks so much for your time Daniel!

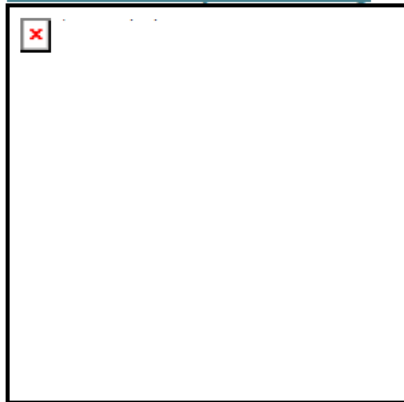
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BRIAN TONETTI
Executive Director

SEVEN CANYONS TRUST



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OPEN HOUSE PUBLIC COMMENT FORM

October 13, 2016



Transit Station Area Zoning Revisions

Please provide your contact information so we can notify you of other meetings or hearings on this issue:

Name: Jade Sarver

Address: 62 N. 1500 W.
SLC, UT 84114

Email: [REDACTED]

You may provide comments on this sheet or send comments to the contact noted below.

Comments:

Concern around affordable housing points.
There should be a CAP on the amount
of affordable housing within a certain
project. Not all TSA zones are the
same and N. temple cannot grow
if every project that comes in is 30%+
Affordable @ less than 60% AMI.
This drags down the entire area AMI and
will hurt the community.

Project Contact: Daniel Echeverria, Principal Planner
PO Box 145480
Salt Lake City, UT 84114-5480
Phone: 801-535-7165
Email: Daniel.echeverria@slcgov.com

Echeverria, Daniel

From: Sean Neves [REDACTED]
Sent: Tuesday, October 11, 2016 11:31 AM
To: Echeverria, Daniel
Subject: Re: Transit Station Area Zoning Changes Update and Open House

Follow Up Flag: Follow up
Flag Status: Completed

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Just my two cents of course! Thank you for your excellent and hard work. I really like the direction of these changes.

Kindest regards,

Sean Neves

[REDACTED]

Founder



congregation
spirits

Echeverria, Daniel

From: Peter Corroon <[REDACTED]>
Sent: Friday, September 30, 2016 2:25 PM
To: Echeverria, Daniel
Subject: Re: TSA Zone

Daniel,

I did a brief review. The following are my observations:

1. Page 6 Map of Cornell Street: 211-251 N. Cornell are not in transition zone. Map should be updated.
2. Increased Set Backs: These increase the cost of a project. If the city is pushing affordable housing, increasing set-backs will increase the cost.
3. Increased Points for Administrative Review. The increase of points from 100 to 125 increases time and cost for projects.
4. Architectural Requirements: It seems like the city is getting away from a health and safety focus, and wanting to control the architecture of projects. While I agree that some architectural review is needed and can affect health and safety, dictating how much EIFS appears to go too far.
5. Commercial Requirement: While it makes sense to require commercial on 400 South, mixing commercial and residential has not gone well in Salt Lake City. Often times the commercial sits vacant and creates blight.

Just some random thoughts.

-Peter

August 21, 2016

Members of the Salt Lake City Planning Commission
451 South State Street
Salt Lake City, Utah 84111

RE: TSA GUIDELINES REVISION - RECOMMENDATIONS

Dear Members of the Planning Commission,

In light of recent acknowledgement by the Salt Lake City Council (Council) that current Transit Station Area (TSA) Development Guidelines, due to their success in incentivizing development, may now warrant further refinement, the Fairpark Community Council Board, the Poplar Grove Community Council Board, the Rose Park Community Council Board, and the Westpointe Community Council Board (Boards) offer some recommendations to the Planning Commission for the Mixed Income portion of the revision.

The Boards recognize the importance of the Mixed Income portion of the guidelines and recommends consideration by the Planning Commission for further refinement. The Boards understand that locating affordable housing near access to transit is important in growing accessibility and economic mobility. The Boards offer the following points for consideration:

- All TSA zones are not equal. The character of the immediate and broader areas contained by and within TSA zones in the City differ greatly. Some fall within communities with convenient access to well-performing K-12 schools, quality fresh food and other readily available goods and services. Others, such as some TSA zones in Salt Lake City west side communities, are struggling to attract business and invested community members. The differences in our communities and the mix of affordability among the existing residential stock should be considered in the guideline revision.
- Wide need for low-income housing in the City has been identified and is more difficult in high opportunity areas. Where current guidelines incentivize any affordable housing at 80% area median income (AMI) or below, studies of needs in the City have identified large gaps at lower levels of AMI, particularly at 40% AMI and below. The Boards are in support of a guideline revision that acknowledges that the development of low AMI housing in TSA zones that are in areas of opportunity should be highly incentivized.
- Concentrations of poverty results in a number of negative conditions, such as increased crime rate and poorer physical and mental health outcomes. The Boards suggest consideration of maximum percentage of affordable units in

TSA incentives, perhaps no more than 30% - 40% of any given development in order to create a more supportive community network.

Recommendation: Based on the above points, the Boards recommend to the Planning Commission an indexed point system wherein the City may guide development of differing levels of affordable housing to those areas which can best absorb it. Understanding the context of the existing TSA neighborhoods and incentivizing appropriately will provide the greatest opportunity to the new TSA residents while strengthening the surrounding community network. The Boards recommend the Planning Commission include both minimum and maximum proportions of affordable housing per development within context of the point system.

Our Boards appreciate consideration, as always, of our recommendations for considerations by the Planning Commission and staff. We are fortunate to have valuable city investment in transit infrastructure in our neighborhood and look forward to a more refined approach to guiding development in the TSA zones.

Please contact Bryce Garner, Fairpark Community Council Chair at brycewgarner@gmail.com should you have questions or need clarification.


Sincerely,



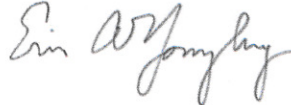
Bryce Garner
Chair, Fairpark Community Council



Marti Woolford
Chair, Poplar Grove Community Council



Blake Perez
Chair, Rose Park Community Council



Erin Youngberg
Chair, Westpointe Community Council

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

**MAIL COMMENTS TO:
DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO Box 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com**

Name: Luke Garrett

Address: 634 S 500 E 84102

Email: [REDACTED]

Phone: [REDACTED]

COMMENTS: I like the changes! My suggestion is for Building materials section. Go 100% quality, durable materials. Perhaps estimate increased costs for developers for different scales of project.

I seems to me that scale and quality of materials are the main concerns in the community. Even w/ increased cost to builders, 100% quality/durable would raise values for everybody.

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

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DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO BOX 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com

Name: George Chapman

Address: 1186 S 1100 E

Email: [REDACTED]

Phone: [REDACTED]

COMMENTS:

75% ground floor mixed use
restaurants/stores (not just offices)
encourage walking (GOOD)
should be city wide! Sugar House &
remove no bikes on downtown sidewalks
make sidewalks in TSA
10+ feet!
If you want to emulate Paris, make
them 30+!

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

**MAIL COMMENTS TO:
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451 S. STATE STREET, ROOM 406
PO Box 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com**

Name: Bryce Garner

Address: 170 N 800 W SLC

Email: [REDACTED]

Phone: [REDACTED]

COMMENTS:

In the TSA Zoning point scale there should either be a maximum 50% of units in a development that are affordable or negative points for going over 50% of units that are affordable.

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

MAIL COMMENTS TO:
DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO Box 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com

Name: Jade Sarver

Address: 62 N. 1000 W. SLC, UT 84116

Email: [REDACTED]

Phone: [REDACTED]

COMMENTS:

I am from the Fairpark Community Council and am in favor of much of the planned changes. However, I am opposed to the Affordable housing changes specifically for the area along north Temple. Having high concentrations of low income housing is not ideal for the neighborhood as a whole. I'd recommend a maximum amount of affordable housing. I'd also recommend negative points for affordable housing over 50%.

Echeverria, Daniel

From: Russell Swaner [REDACTED]
Sent: Tuesday, August 02, 2016 4:31 PM
To: Echeverria, Daniel
Subject: TSA zoning

I am the property owner of a rental property at 955, 957, 959 Folsom Ave. The property has been owned by my family for 50 years. I am a small LLC not a large conglomerate. This property supplements my income. I am 66 years old and on Social Security. The buildings have had a great rental history except for about the last 10 years. Every time the city makes a change in the zoning it gets harder to rent. The TSA zoning has by far been the hardest. It took 9 months which is a loss of about \$18,000 dollars to me. I try to keep my buildings in good condition so that I can get them rented as soon as possible. The neighborhood is in very poor condition, the streets are in very poor condition and there is no curb and gutter. There are no storm drains and we have paid fees for 50 years. The streets flood all the time and there are weeds and garbage everywhere. I feel very lucky to get anyone to rent in this neighborhood. I have always had to cut the price of rent to attract a renter. The city seems uncaring that a vacant building not only deprives me of an income but makes it impossible without that income to pay my property tax and insurance. If the city has a lot of vacant buildings that are impossible to rent there will be more broken windows and more graffiti and the neighborhood will deteriorate even further. This will make it even harder to rent. Is that what you really want? If the city is serious about making the area more desirable they first need to make up grades to the area then change the zoning. This building has always been rented as a warehouse and now the city says it can not be rented as a warehouse, This is ridiculous, a warehouse has many uses. That is what makes them a great rental property.

,
Thanks, Russell B. Swaner

Echeverria, Daniel

From: Chris Parker [REDACTED]
Sent: Tuesday, August 16, 2016 9:44 AM
To: Echeverria, Daniel
Subject: TSA suggestions
Attachments: North Sixth Corner.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Daniel,

I attended a meeting re: a few proposed updates to the TSA zone this past month. I didn't have a chance to comment at the meeting and am hopefully not too late to do so. In either case, I think a few tweaks to the code might help good projects move forward.

1) Include natural stone tile as one of the durable materials allowed on the main floor. (Pic attached)

2) Consider keeping the affordable housing score the same as what it was in the prior version. Our group very recently took an affordable project through TSA review and feel that it was sufficiently valued in the process. My fear is that the 20 point boost will allow affordable developers to build bland and unresponsive facades that will further engender nimbyism toward housing in general. We had little problem securing a reasonable score with the current boost. I'd also note that the last LIHTC cycle saw a ton of winners along N Temple under the past scoring system. If a boost is given, maybe restrict it to 400 S. that faces larger barriers to affordability?

3) A project we recently submitted for TSA review attempted to pilot a method of attaining Net Zero status at a cost neutral basis. Our thinking is that if we prove that Solar powered buildings can be constructed without economic hardship to developments, we can get the bulk of the city's developers to follow us down that path. Our methodology was converting the entire energy systems of the building to electric power and utilizing RMP's new subscriber solar program to buy a share of an offsite solar field. I think this model has the best chance of clean, wide-scale adoption but it currently isn't anticipated in the code. Adding a way of counting it would be great.

Thanks for the work you're doing. The proposed revisions to the code look great.

Best,
Chris Parker

Attachment to E-mail From Chris Parker



Echeverria, Daniel

From: Seven Canyons Trust <sevincanyonstrust@gmail.com>
Sent: Wednesday, July 27, 2016 7:07 AM
To: Echeverria, Daniel
Subject: TSA Zoning District Comments
Attachments: tsa_zoning_comments.pdf

Hey Daniel,

See attached for our comments on the TSA Zoning District Text Changes. Please let us know if you have any questions or need clarification on anything.

Thanks so much for considering our comments!

BRIAN TONETTI

Executive Director

SEVEN CANYONS TRUST

585-703-8582

sevincanyonstrust@gmail.com

www.sevincanyonstrust.org



SEVEN CANYONS TRUST

SEVEN CANYONS TRUST | TSA ZONING COMMENTS



BACKGROUND

We are a brand-new nonprofit working to daylight and rehabilitate the seven canyon creeks, from City to Little Cottonwood Creek, restoring beauty and health to the hydrology of the Salt Lake valley. Daylighting is the uncovering of lost urban waters, bringing them back to the surface and restoring their natural stream channel. By our calculations, there are over 21 miles of buried creeks spread throughout the valley.

REASONING

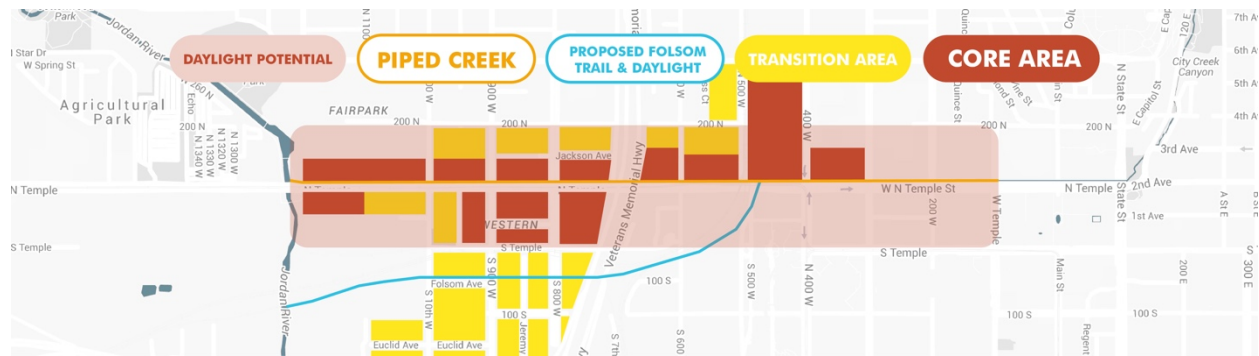
By taking advantage of existing site disturbance and construction crews, daylighting projects can be included in new developments for extremely reduce costs. A much cheaper and



SEVEN CANYONS TRUST

attractive option, rather than going back and spending millions to undue past mistakes. Buildings can be designed around the creek channel, creating beautiful, innovative, and interesting developments that can improve developers bottom lines as well.

From City Creek Park, City Creek runs adjacent to North Temple till West Temple, where it goes underground for the last time. From West Temple, it travels straight down North Temple to where it spills into the Jordan River at the Utah State Fairpark. A City Creek overflow culvert, in response to the 1983 floods, goes down the old Folsom rail-line right-of-way. City plans, envisioned in the *Gateway Specific Plan*, imagined “a public open space system that brings City Creek back to the surface and integrates it into the neighborhood” (*Gateway Specific Plan 8*). The *Euclid Small Area Master Plan* goes even further in mapping out this future creek channel, beginning the plans to daylight City Creek through the Folsom Corridor, funded by the EPA Brownfields. Due to a variety of setbacks, this project has failed to launch off its beginning stages in planning and design. However, new momentum in funding to design the Folsom Trail is an excellent opportunity to also design the daylighting project. Through the TSA Zoning Code, developers can be leveraged to design the trail, daylighting, and development. Daylighting projects can also be facilitated from where City Creek goes underground at West Temple to the start of the proposed Folsom Trail at 500 West, or beyond, along North Temple.



Projects, such as Hidden Hollow, show the opportunity to facilitate economic development nearby these beautiful natural areas. In 1990, a group of elementary school children, Kids Organized to Protect our Environment (KOPE), began to remove the construction debris and trash that plagued this stretch of Parley’s Creek. By drawing attention to this natural area, a conservation easement was placed to protect this property in perpetuity. This project has drawn surrounding developments and local businesses to embrace the natural area, hoping to attract its visitors.





SEVEN CANYONS TRUST

Daylit creek channels present an enormous opportunity to create vital east-to-west trail connections. By cooling the urban heat island effect and providing open water in a desert ecosystem, creek channels make extremely attractive pathways to connect communities on the west-side to downtown and, ultimately, the Wasatch Range. Comprehensive north-to-south trails, in the Jordan River Parkway and Bonneville Shoreline Trail, could be connected through these east-to-west riparian corridors. The Parley's Trail, adjacent to the S-Line, is a great example of this potential. Although not a daylighting project, the Parley's Trail has been extremely successful at connecting east and west-side communities to active transportation and recreation opportunities, as well as public transportation lines, while improving economic conditions of the area. Creek channels create a pedestrian-friendly screen for adjacent high density or tall developments. These creek channels provide a sinuous intriguing pathway that can focus pedestrians downward and make them feel safe from adjacent traffic, if protected by trees or plantings.

Numerous city plans have envisioned daylighting as a key city initiative dating all the way back to the 1962 *Second Century* plan, which envisioned a daylit channel of City Creek running "southward toward Downtown and tied into the green areas and tree-lined boulevards of the core" (*Second Century Plan*, p.14). The *Salt Lake City Riparian Corridor Study* lists daylighting the underground culverts as an opportunity on many of the underground stretches of the creeks. This study also lists the overall benefits of a healthy and daylit creek channel. The *Plan Salt Lake* document contains specific language that mentions daylighting under Natural Environment Initiative 1 to "preserve natural open space and sensitive areas to sustain biodiversity and ecosystem functions through: restoration of aquatic and riparian corridors and habitats (including daylighting of streams and water corridors)" (*Plan Salt Lake* 27). The most recent *Downtown Plan* "encourage[d] the continued 'daylighting' of City Creek to link the mountains with the Jordan River through downtown," along the North Temple corridor. (*Downtown Plan*, p.73).

Many other plans for Salt Lake City, such as Salt Lake County's *Total Maximum Daily Load Assessment*, Salt Lake County's *Stream Care Guide*, and Wasatch Front Regional Council's *Life on State*, among many others, propose daylighting as a key city initiative and enormous opportunity to connect ecosystems and communities from the Wasatch Mountains to the Jordan River, while improving water quality, mitigating flooding, creating beautiful community amenities, and fostering economic development.



SEVEN CANYONS TRUST

PROPOSED TEXT

21A.26.078.A.1. Core Area

“...Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. Outdoor active uses, such as outdoor dining, plazas, courtyards or other similar usable public space or use, and open spaces with natural amenities, such as daylight – or uncovered – creeks, urban forests, or other green spaces, is encouraged where appropriate.”

21A.26.078.A.2. Transition Area

“...Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes. Outdoor active uses, such as outdoor dining, plazas, courtyards or other similar usable public space or use, and open spaces with natural amenities, such as daylight – or uncovered – creeks, urban forests, or other green spaces, is encouraged where appropriate.”

21A.26.078.G.2.b.(1)(A) North Temple Boulevard

“...In this case, the area not occupied by the building footprint must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar usable public space or use. Setbacks should include daylighting, or uncovering, City Creek where feasible.”

21A.26.078.G.2.d.(4) Daylighting Creeks

“All developments within 100 feet of underground, or buried, creeks, such as City Creek along North Temple, shall be studied for the feasibility to daylight, or uncover. A Feasibility Report, prepared by a qualified individual or team, shall be reviewed by through the Review Process set forth in 21A.26.078.C. The report shall include:

- (A) Exiting site conditions;
- (B) Potential daylighting paths and channel design; and
- (C) Conclusions on feasibility.
 - (i) If consider not feasible, the report shall include a list of best management practices to mitigate the effects of culverting on the system and an easement placed for future daylighting.”

21A.26.078.N.2.g.(3) Daylighting Creeks



SEVEN CANYONS TRUST

“All developments within 100 feet of underground, or buried, creeks, such as City Creek along North Temple, shall be studied for the feasibility to daylight, or uncover. A *Feasibility Report*, prepared by a qualified individual or team, shall be reviewed by through the Review Process set forth in 21A.26.078.C. The report shall include:

- (A) Exiting site conditions;
- (B) Potential daylighting paths and channel design; and
- (C) Conclusions on feasibility.
 - (ii) If consider not feasible, the report shall include a list of best management practices to mitigate the effects of culverting on the system and an easement placed for future daylighting.”

PRECEDENTS

HEADWATERS @ TYRON CREEK – PORTLAND, OR





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This precedent took advantage of existing development, site disturbance, and construction crews to daylight 185 feet of new creek channel for under \$200,000. Rocky Mountain Institute's *Daylighting: New Life for Buried Streams* (2000) estimated creek daylighting can cost an estimated \$1,000 per linear foot. This is merely an estimation of the excavation of the underground culvert and new creek channel creation, and does not include any revegetation or additional park amenities. Daylighting projects, of any length, are typically million-dollar projects. City Creek Park, a daylighting project on a former surface parking lot, costed about \$2.3 million. However, by taking advantage of development, costs can be drastically reduced. Existing construction crews can be used to excavate the channel. Fill from the creek channel can be included with other construction debris to reduce dumping costs or used on-site.

This precedent provides senior and affordable housing, a key initiative in Salt Lake City. Daylit creek channels can provide easy access to nature for these often nature-starved populations of elderly or underserved. By creating beautiful developments, these buildings integrate into their neighborhood, reducing the perceived or real negative consequences of this development type.

This development also received green building certification, a city initiative that has received resurgence through HAND's *Housing Innovation Lab*. This project retains all stormwater on-site and, additionally, works to actually clean it, through a series of bioswales, rain gardens, pervious pavement, and green roofs, before it enters the newly created creek channel and stormwater system. This project generates its' own energy on-site through rooftop solar, receiving LEED Silver certification.



SEVEN CANYONS TRUST

THORNTON CREEK WATER QUALITY CHANNEL – SEATTLE, WA



Taking advantage of transit-oriented development initiatives, Seattle daylit 800 feet of creek on an overflow parking lot of a nearby mall. The project costed the municipality about \$14 million. However, it facilitated \$200 million worth of surrounding private development, including residential and commercial.

By focusing on water quality benefits of the new creek channel, the City has made tangible benefits to desilting and retaining nutrients in stormwater and urban runoff, as well as the surface water coming into the channel. Through a series of catchment basins and bioswales, the water is slowed down, allowing the suspended solids in the water to fall to the bottom of the creek bed and vegetation to soak up the nutrients.

SEVEN CANYONS TRUST

This project has created a walkable environment that connects the nearby light rail station to the adjacent mall, and commercial and residential development surrounding the project. All this in a former overflow parking lot that sat empty during much of the year and created a major pedestrian and active transportation barrier. A portion of the project budget was required to go towards implementing art pieces, creating interesting pieces to intrigue pedestrians. This works to entice passerbys to interact with the project.



Summary of Open City Hall Comments Received by 8/17/2016

Includes registered (on-forum) and unregistered (off-forum) users of Open City Hall.

New developments in the TSA zoning district do not require notice to the neighbors unless the proposal needs Planning Commission approval. Should a notice be sent to neighbors letting them know of a proposed project, even if the project does not need Planning Commission approval?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	78.2%	93
No	<input type="checkbox"/>	20.2%	24
Other	<input type="checkbox"/>	1.7%	2

The TSA zoning district requires all new buildings to be set back a minimum of 15 feet from the sidewalk along 400 South. Should buildings be allowed to be located closer to the sidewalk?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	51.3%	61
No	<input type="checkbox"/>	41.2%	49
Other	<input type="checkbox"/>	7.6%	9

The size of buildings in the TSA zone is regulated by building height and setbacks. Should the size of buildings be limited in other ways, such as limiting the width of the building along the street or requiring that some portions of the building be set back further from the street?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	57.3%	67
No	<input type="checkbox"/>	29.9%	35
Other	<input type="checkbox"/>	12.8%	15

Should the TSA zoning district require ground floor commercial uses, such as: shops, restaurants, and cafes along major streets like 400 South and North Temple?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	80.8%	97
No	<input type="checkbox"/>	10.0%	12
Other	<input type="checkbox"/>	9.2%	11

How can the City incentivize affordable housing in the TSA zoning district?

Answered

68

Skipped

54

[Hide Word Cloud](#)

Affordable housing low income need more out projects Tax incent

ives allowing building property Also ALL used ground people them make residents could new height units provide like from increase rent They being developers Allow unit parking retail space percentage project some cost community than apartments include require t build developments

Affordable housing is needed, but different areas have different conditions. North Temple and the surrounding neighborhoods are already saturated with low income, transitional and affordable housing and we need more market rate housing to balance out the neighborhood. I believe that negative points should be awarded for projects with above 30% affordable housing.

Tax incentives, allowing both affordable and market rate housing in the same building

Stop raising property taxes with no control whatsoever. Also, there is no continuity when it comes to property tax. We MUST pass a Prop 13 type of law so that in the future ALL business and homes, condos can afford to live in SLC. The injustice of the property tax is completely out of hand. IF you fix this issue, there WILL be more

affordable housing and other business' can and will know what to expect. As it stands, we are at the "mercy" of the Assessor with absolutely no oversight.

By incorporating the businesses used at the ground floor with the needs of the people in the housing area, as opposed to making them high end cafes and clothing shops, make them more in line with the needs of the housing residents.

I am very disappointed that buildings have been built on 4th south without ground floor commercial use. there have been may lost opportunities that we will not get back for 20-30 years.

I'm not sure what sort of incentives could work...all I can think of is tax breaks/ monetary incentives.

All new housing should be optimized for energy efficiency, including rooftop solar. Energy efficient homes are more affordable for their residents, as their utility costs are lower. Plus it's the right thing to do! City could subsidize builders for the green energy aspects.

Perhaps the only housing allowed at street level could be affordable housing. Or height and setback restrictions could be more lenient if a certain number of affordable units were included.

Offer property tax credits to organizations or businesses that provide affordable housing.

1) Reduce the tax burden in the zoning district to attract builders, retailers and more home owners.

2) Move or offer Incentives for large polluters (such as Medical Waste facilities or heavy industrial collectives like refineries) to move from the rural zones this would attract more private ownership.

3) Elevate Trax, this will reduce pollution by; a) decreasing traffic congestion, b)decrease fatalities by isolating pedestrian traffic and mass transit. c) Finally this change in trax will increase efficiency of the transit system saving money on power consumption, through fewer stops and starts for vehicle traffic stops.

financial incentives to property owners to rent or sell to people who fall under a certain income level.

They've made strides on 400 s w/ several new apts being built. I've yet seen a HUD structure even proposed for the N Temple zone yet. But I think it would be beneficial.

Provide developers with tax breaks. Allow more height for more affordability. Create rent control districts. Make sure a mix of income levels is maintained. Look at examples from other cities that have been successful. Also, I am not really sure why this question is being asked of the general public, since it requires specialized knowledge. Maybe phrase it differently if you are trying to understand what the public will be comfortable with allowing in exchange for more affordability.

Tax Increment financing, tax incentives (like LIHTC), fewer regulations/restrictions (allow more market housing units per affordable unit -- allow higher density; leniency on height or setbacks per affordable unit; allow more above ground or surface parking per affordable unit; lower impact fees; etc.).

SLC desperately needs more opportunities for young adults to purchase their first property. 400s has great potential for live/work units where the ground floor level can be used for retail/commercial to encourage walk-ability while the top unit can be used as the living space. This allows owners an engagement in growing the local economy because they have a financial interest in maximizing the potential of the retail/commercial space. Broadway Park Lofts attempted something like this with their 400sq ft studios, but they lack street level access. A 500-700 sq ft studio with 300-500 sq ft of retail underneath at ground level could be sold for \$200-\$250 per sq ft for the developer and give local residents a pathway into the local economy by owning their own retail space that they can develop or rent to a tenant.

Allow greater height in exchange for a percentage of affordable housing, and/or tax incentives. However, I think there should be a cap on maximum percentage of affordable housing in a project as well, 50% at most, but maybe 30-40% would be even better. Allowing massive projects that consist entirely of affordable housing will change them from being "a project" to being "the projects".

Tax credits and subsidies

Probably by allowing some greater height to make the cost worthwhile to developers.

I had no idea there was 'affordable' housing in these areas. Advertise it.

tax credits

By REQUIRING developers to provide affordable housing units as a condition of granting of a building permit.

Scale. Housing units need to contain a certain number of units to be profitable. The cost per unit drops as the number of units increases. Allowing larger (taller) buildings would enable developers to offer more affordable housing.

It could be really useful to select several of the stations and develop station area plans that 1) identify existing and future conditions of each station 2) cultivate a community vision specific to each station and 3) provides developers with strategic resources that are unique to each station. The latter of these three could involve the redevelopment agency and their ability to provide joint venture opportunities and financial incentives that relate to specific properties.

<http://www.reconnectingamerica.org/assets/Uploads/tod202.pdf>

I'm sure that UTA would be more than happy to assist you with this (wink)

Good question. How can you "incentivize" any affordable housing in this city? Sugar House is a disaster. You should probably not approve building permits unless you have guarantees of affordable housing built in to the application process. Why should you have to incentivize anyone? You are turning our city in the the next San Francisco. You are pushing out the diversity of residents in favor of high end housing and shopping. I wonder if that can be sustainable over the long term. Probably not.

Make a percentage of affordable housing a condition of project approval.

Increased FAR/Height for buildings that allow for integration of mixed rental costs. i.e.: is it affordable for someone anyone at any income scale?

Remove blighted properties such as Gateway motel and All star motel , and the Hostel on 800 westthey are creating pockets of drug dealing use prostitution and other crime.

Offer sustainable options like subsidized solar.

I hope by affordable housing we mean more than low rents. The west side should not be allowed to become a strictly for rent area. Our community deserves to have long term residents who can own their condominium not just rent apartments.

Eliminate mandatory minimum parking, encourage density and smart design to maximize square footage, and streamline the process so developers have to do more work not to include affordable housing

Set aside a certain percent of units at below market rates.

require at least 10% of the apartments to be used for low income, homelessness, etc.

You can give the people who are forced to live with the "affordable" housing a tax break, or some kind of landscaping incentive to improve the neighborhood, so that is doesn't look like a slum. It also would be nice to build luxury apartments/condos to offset all of the affordable housing being built to keep the neighborhoods balanced vs. just turning the west side/4th south into a ghetto.

Extend the radius from 1/2 a mile to a mile; projects falling w/in that mile zone should have the permitting fee reduced from 10% of cost and labor to 3% of cost and labor. The 7% reduction will highly incentive newer, better, & more livable space within SLC.

Other than those incentives already offered, I have no ideas at this time.

Dont we already have too many new housing developments?... Maybe incorporating town houses where families and couples can buy their own city dwelling and be a part of a community, not another apartment complex that keeps everyone shut inside the building.. TOWN HOUSES!

Require a minimum percentage of low and mid-income housing as part of the project. If the developers won't touch it - let them go - they're the wrong people to be building in our community anyway. Most of them are in it for nothing more than next quarter's profits. We need community builders that are looking to include ALL of us - not just their pocketbooks.

For one, it could be a requirement. If someone wants to build in our city, they should go by city rules otherwise we don't want them. The developers could also get a tax incentive for having affordable housing, green building, and retail space, amongst other things.

Require it.

It shouldn't. Why is the city subsidizing (which means current residents get to pay for it) housing for a portion of the population through private housing construction? I'm tired of subsidizing employers that can't or won't pay their employees enough to cover basic needs.

Mixed housing development with a variety of amenities within walkable/bikeable distance

Property tax breaks for developers that include a minimum percentage of affordable housing.

If we continue to allow new developments in our city to charge such height rent or prices for condo living, we will push natural Utah residents out of Utah. Most of these developments are being consumed by people from out of state and even out of country paid for by the corporations that house them here. As Utahns, we should strive to keep these developments priced in a range that our family, friends and fellow Utahns can afford.

Perhaps, instead of offering tax breaks to these already wealthy developer, we could require that the price of rent or mortgage be consistent with that of something a typical Utahn could afford on a typical Utah salary....

Allow for additional height and units. We need more height anyway. Height has fewer negative impacts than building length. Also, Maybe the city can use impact fees to designate affordable units.

Make affordable housing minimums part of approval for the development

Lower impact fees and taxes if a building has ground floor retail and affordable units.

Keep it clean. Affordable housing always resonates with low income housing. In all the places I have ever see either they always end up dirty covered in graffiti and have a lot of drug use.

Lower parking ratios; TRAX makes it possible for a two bedroom household to own one car.

Require minimum heights set to the current maximum zoning heights. provide waivers to go under the height with at least 20% of units being affordable.

Additionally, add flexibility to parking requirements, materials and such based on the percentage of affordable housing.

Perhaps making less hoops for developers to jump through if they are providing affordable housing.

Allowing for more height.

additional height for more affordable units? additional parking?

It seems like the easiest thing to do is to allow developers to build some extra housing instead of building car parking.

- Design "bicycle apartments" that come with bike storage space (not car parking)

- Build some apartments with parking variance so that space is used for human dwelling, not for cars

- Allow developers to build some very small efficiency apartments with no car parking

- A program to include transit passes with rent for low income tenants (instead of building car parking)

Try underground parking. Require all new housing to be energy efficient. Require recycling bins. Include some landscaping that looks nice.

Provide a reduction in parking requirements or a density bonus for developments that include affordable housing

I think that the west side has plenty of affordable housing and anything on north temple to be at market value housing.

There is enough affordable housing on the west side.

Fast track affordable housing through the planning process.

I am uneducated on the myriad of options that are currently employed or that could be employed. I think this question seems like it could be a senior thesis in urban planning and policy administration, and I am curious about what knowledgeable people will offer as ideas.

Ultimately, developers are looking for financial incentives. And for a project to be viable they must demonstrate to lenders they can meet the various requirements. Providing incentives to help developers achieve these goals is critical. Also matching the right incentive with the community (not all communities within the TSA are the same).

Density bonus for affordable housing, land subsidies

One big obstacle to affordable housing is that banks refuse to finance projects unless the developer includes an abundance of parking. The cost of the unnecessary parking gets passed on to renters, which makes leads to unaffordability. If the City were able to arrange financing for developers from a lender not requiring unnecessary parking, it would go a long way to increase the stock of affordable housing.

One big obstacle to affordable housing is that banks require an abundance of parking in order to provide financing for a project regardless of whether the parking is even necessary. The cost of the unnecessary parking gets passed on to renters, making the housing less affordable. If the City could arrange financing for projects, which doesn't require the developer to build unnecessary parking, it would go a long way to increase the stock of affordable housing in Salt Lake City.

Commission Approval of the design of new developments should not be sacrificed to increase affordable housing; we need better designs on 400 S and North Temple. Stronger tax incentives should be used to increase the amount of affordable housing. I believe height is beneficial in the TSA zoning district so perhaps increasing the amount of affordable units should increase the maximum height these developers could approach. This would insure that developers would still be receiving the profits they need to make the project financially attainable while also increasing the height of buildings in an area with extremely wide, un-walkable streets.

Carrot and stick. Taxes and low cost variances that accomplish the intended original purpose.

I strongly urge the city to pursue adding inclusionary zoning in the 400 south district, or to waive parking minimums for developers including more than 60% affordable or low-income units. Parking minimums greatly increase the costs of development (<http://www.uctc.net/research/papers/351.pdf>) If these minimums were waived for projects in close proximity to transit, developers could use the money saved in order to provide more affordable housing.

Allow for additional height or unit numbers and allow for lower parking to resident rates

Requirements for a certain percentage of affordable units and also incentives to increase those percentages.

Are there other design standards that should be included?

Answered

74

Skipped

48

[Hide Word Cloud](#)

retail first floor long they don't think so put issues out way public new Walkability between buildings Signs nice S see beautiful from street level like width required avoid huge also height too along parking lighting space requirements what behind windows into garages glass all engagement could points front Look design standards More feel than main encourage been building materials stucco landscaping surrounding structures suburban style over etc designed last only original years large developments areas North developers other Another pedestrian much development parks up top people looking well energy trees amenities 50 including equipment was LEED access possible sidewalk uses small square beige get some architecture green take care cheap cement end downtown ground garage doorboxes quality being better used location area transit Bike less Limit Apartments 400 far brick use colors EIFS

Strongly recommend retail options on the first floor.

As long as they are safe and structurally sound, I don't think so.

Always put these issues out to vote and/or notify anyone who will potentially be effected by the wild west way of informing the public of new issues or, proposed issues. Where is the transparency and how can we, as the public really have a proper say?

Walkability between buildings. Signs.

Rooftop seating/gardens are nice, as it's hard to see our beautiful mountains from street level.

I like the idea that after a certain width, a change in setback would be required to avoid huge expanses of similar edifice. I also wonder if height restrictions reduce

the incentive to put shops underneath because shops like nice high ceilings too (along with patios and parking).

Signs should be standardized.

Mainly lighting and considerations on space for bus zones.

Yes - existing TSA street level window requirements do not specify what needs to be behind the windows. This leads to windows opening into pedestal parking garages and into wall immediately behind the glass (not ideal at all) - faux street engagement. Point system could give significant extra points for either mid block walkways or subtract points for buildings exceeding a certain street front width.

Look at the urban design standards for Regent Street.

More variety at street level. Many of the current blocks feel like strip malls at street level rather than a vibrant, walkable, street like you might find on main street or in park city. Public art installation and murals should be encourage, like what has been done along 300s .

building materials on all floors are important.

No more stucco

landscaping

Consistency with surrounding structures and outlawing suburban style construction techniques (stucco over foam, plastic siding panels, etc.) as these are essentially temporary and designed to last only the life of the original enterprise, likely only 10-15 years.

I would like to see a requirement for public art for large developments.

Street connectivity seems to be something that could really benefit station areas effected by the TSA, especially along North Temple. Is there any way to encourage developers to contribute to the Capital Improvement Program, or other funding that is tied to infrastructural improvements? Another major circulation issue is the interconnectedness of pedestrian and bikeways.

Another concern is that, although much of the development includes open space, it's only accessible to the residents of the development . . . they're like private pocket parks. Ethics aside for a moment . . . to be walking on the street and see

nothing but budget landscape, then look up and see mere suggestions of a lush and beautiful space atop the podium, just makes the person on the street feel "lesser" . . . a have-not. This type of "roof top" greenery does nothing for the social equity of the street. It just provides a division between people looking down and people looking up.

Sustainable building materials and practices as well as alternative energy requirements.

What makes the city council qualified as architects and designers?

Lighting, safety

Public space, street furniture, trees, covered entry, pedestrian and bicycle amenities.

designs such as what happened with family dollar 900 west 50 North including display windows (that only house card board and unused store equipment)...was poorly designed.

They initially had promised electrical hook ups for cars that somehow did not happen.

LEED certification or other sustainability- focused standards.

ADA access should be made as seamless as possible and city should provide greenspace of three to four feet between the street and sidewalk integral to street lighting.

Minimize and hide parking garages (but not their entrances), mandate active street uses, incorporate small parks and plazas, avoid monolithic buildings (very wide or very square), and ban beige stucco forever

Let's get some diversity in architecture. Almost all of them look way too similar!

outdoor lighting

Yes, build up, not out, include green roofs/and garden areas for food.

25% deeply affordable units in residential multi-unit buildings.

Some new architecture. Get some originality SLC

Adequate lighting

I think retail, parks, walkways, or other publicly-shared amenities are an absolute must. Many of these buildings are closed-off fortresses. It reflects a suburban developer mentality of "I'll take care of mine - you take care of yours." But in the city - we all live together - and these dozen or so new mega-developments around town seem to reflect the cheap suburban isolationist mentality. Stucco, 2 stories cement / 4-5 stories of wood (cheapest possible combo for maximum square footage), beige, and no street-level interaction. If SLC is interested in the long-game - these developers are not serving in our communities interests. This has been probably one of my top 3 issues with the City the last few year. I have a stucco box development on the end of my Victorian dead-end street downtown - and it was a wet blanket on all of us.

Landscaping adjacent to sidewalk, Break big buildings up into smaller buildings. Sugar house building height is excessive.

Lighting should be regulated, on the ground level and exterior of the building. These developments can end up having a ton of light pollution if not watched. Parking garages should also have regulations for garage door setbacks, see thru doors maybe, mirrors and signage. I have seen too many bikes, pedestrians or animals nearly get run over from people launching out of a hidden garage not wanting the door to come down on their car or not even paying attention.

Yes. LEED and other green building certifications should be embedded.

There should be LEED standards and renewable energy implementations on all new structures.

Sorry, but to me a lot of the new buildings are pretty ugly. They should be more appealing rather than square beige boxes that cram as much development into small spaces for bucks. Some of the building quality being rented for more than 2200 is appalling and will fall apart within a short ten years. Street engagement, public green space and amenities, stronger better street trees as well as real care of existing landscapes/trees already established during the building process, materials used, color, impact (visual, noise, smell, etc.) as well as location of equipment (such as air conditioners on balconies, and screening of mechanical equipment on roof tops), building shapes with interest considering the context and surrounding area, real transit support with better access and supporting amenities, location of ingress and egress and their impacts, where all of the

meters are located, should be charming with artistic elements to the skyline..more than I have patience to write.

Higher quality building materials ought to be required along the main corridors, with no stucco allowed.

Bike access and parking, making sure every block is walkable (avoiding border vacuum effect of huge monolithic developments that make pedestrian access secondary and feel unwelcome)

Attractive, long-lasting materials that fit in character with original structures in the area.

Yes, of course. Our city is amazing and beautiful. Let's keep it that way. When a developer strives only to maximize person profit, rest assured that the development is not one the residents of this city would approve. It should be an honor to build something in this beautiful city, and maybe these developers should accept a little less personal monetary gain and instead be awarded with a sense of achievement knowing that they are doing amazing work for our city.

I'm not kidding.

I've noticed that many of the latest housing developments are already starting to crumble. Stucco and cement siding are not for us. The extreme swing in temps in Utah are too much for this type of exterior.

Local small business could thrive if we required city developments to purchase more than 50% of the building materials to be purchased locally. This could range from cement and rock to bath, lighting, windows and so much more. The possibilities of including our small business economy are endless.

Please prohibit white walls behind glass. A fake window is even worse than a parking garage. Locate parking garages in the back whenever possible and storefronts or lobbies in front. If a garage is necessary in front, please don't allow the walls-behind-glass loophole.

Limit building width. Encore Apartments on 400 E and Denver St. is far too wide and inactive.

Better facade materials. Stucco and vinyl will sell because they are new, but brick and wood are more charming now and into the future.

Quality materials, percentage of brick & stone to avoid things like stucco and cheap paneling.

Landscaping, street furniture and other bike/pee amenities

Fenestration requirements should be more specific. Windows into ground floor parking garages are ugly and absurd.

No blacked out windows going into parking garages on ground level.

Office or retail space at human scale on ground level.

More native landscape planting that uses less water. More education signs on how to use less water.

Keeping some green space. Don't take a large open area that has a little building and put in huge apartments that fill the whole the lot. We like the openness of north temple, that it doesn't feel like the main part of the city like downtown 400 S and 400 E does....

Balconies are nice to have. Stoops up to a door (brownstone style) with another door underneath the stoop (concealed) is a nice way to add a large number of doors without having it become overwhelming.

Stucco cannot exceed 30% of the entire building external surfaces (including those surfaces that face an above ground parking garage).

Waivers up to 50% for 25% affordable housing of total units.

Building materials should be further regulated. There is far too much cheap stucco being used on new residential buildings. Anything to encourage more original and unique design of buildings should be encouraged. Much of what has been constructed along the transit corridors over the last few years has been incredibly suburban and uninteresting.

landscaping, streetscaping, parking, accessibility by bike/peds

Walkability design standards:

<https://wfrcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=7d1b1df5686c41b593d1e5ff5539d01a>

LEED Green building certification: <http://www.usgbc.org/>

energy efficiency

No.

No

Building materials & aesthetic. These new buildings are eyesores: they look cheap, poor mixes of materials and colors, and have killed the downtown commercial vibe.

Limit or eliminate the use of stucco.

Try to keep or add trees/greenery along public access points and sidewalks.

Considering cyclists and pedestrian traffic, including green spaces and areas for community gathering

Design standards should: require high quality construction materials, architecture and energy efficiency; prioritize walkability, active transportation, and transit use; allow for a mix of uses; provide interaction with the streetscape

na

No. The City should be more concerned about public safety issues than being architects.

I believe that the current aesthetic of apartments and condos in Salt Lake City (on and outside of these particular zones) is too uniform and cheap-looking, only to look dated and out of style in 10 years. Timeless materials like stone, brick, or other should be encouraged for a better-looking and more sustainable facade, without compromising the eco-friendliness or earthquake-readiness of the structure.

Benches/seating, streetlamps, trash cans?

Colors other than beige would be a welcome change. ;)

Colors other than beige would be welcomed. ;)

More transparency at the street level, more durable and articulated material required (limit EIFS) street trees and sidewalk engagement.

EIFS should not be used on any new developments. It's apparent that most new developments downtown are using the same cheap looking material. EIFS is prevalent in the suburbs not the city center. Perhaps landscaping can be included.

I appreciate that the usage of stucco is being addressed but I would go so far as to eliminate it entirely. Also, I think it was mentioned, but there should be a maximum height to width ratio so that these large compounds that are being built on 400 S no longer receive approval.

No

Color and hues of buildings, utility boxes, awnings, etc. Location and design of parking. Location and design of utility boxes and connections. Access and egress to include the affects of headlights, auto noise etc. and other environmental considerations. Affect of radiated heat and light from glass and other materials on surrounding facilities.

Create standards that enhance individuality between projects, so that not every apartment complex being built looks exactly the same.

Increase ground floor heights to a minimum. Example, 600 South Lofts lack pedestrian scale due to first floor heights. Instead of the first floor use of a development appearing as an after thought, it should be more important than the building's top floor. Also, limited square footage/building frontage. Can be designed as separate facades if needed but need paseos and plazas for variety and livability.

Is the design and location of parking garages an issue for you in the TSA zoning district?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	61.9%	73
No	<input type="checkbox"/>	26.3%	31
Other	<input type="checkbox"/>	11.9%	14

How important are the following guidelines to you?

Including commercial uses (shops, restaurants, etc) on the ground floor with residential above

		Response Percent	Response Count
Very important	<input type="checkbox"/>	72.5%	87
Somewhat important	<input type="checkbox"/>	15.0%	18
Important	<input type="checkbox"/>	5.8%	7
Not important	<input type="checkbox"/>	5.8%	7

Including affordable housing units in the development

		Response Percent	Response Count
Very important	<input type="checkbox"/>	44.2%	53
Somewhat important	<input type="checkbox"/>	27.5%	33
Important	<input type="checkbox"/>	14.2%	17
Not important	<input type="checkbox"/>	14.2%	17

Using alternative energy sources, such as solar or geothermal power

		Response Percent	Response Count
Very important	<input type="checkbox"/>	55.0%	66
Somewhat important	<input type="checkbox"/>	24.2%	29
Important	<input type="checkbox"/>	15.8%	19
Not important	<input type="checkbox"/>	5.0%	6

Certifying the building for energy efficiency (LEED or other "green" building certification)

		Response Percent	Response Count
Very important	<input type="checkbox"/>	43.3%	52

		Response Percent	Response Count
Somewhat important	<input type="checkbox"/>	27.5%	33
Important	<input type="checkbox"/>	18.3%	22
Not important	<input type="checkbox"/>	10.8%	13

Incorporating high-quality building architecture and design

		Response Percent	Response Count
Very important	<input type="checkbox"/>	65.0%	78
Somewhat important	<input type="checkbox"/>	23.3%	28
Important	<input type="checkbox"/>	7.5%	9
Not important	<input type="checkbox"/>	4.2%	5

Providing walkways, narrow streets or alleys to break up large blocks

		Response Percent	Response Count
Very important	<input type="checkbox"/>	62.5%	75
Somewhat important	<input type="checkbox"/>	20.8%	25
Important	<input type="checkbox"/>	11.7%	14
Not important	<input type="checkbox"/>	3.3%	4

Reducing the amount of parking provided in the development

		Response Percent	Response Count
Very important	<input type="checkbox"/>	32.5%	39
Somewhat important	<input type="checkbox"/>	24.2%	29
Important	<input type="checkbox"/>	21.7%	26
Not important	<input type="checkbox"/>	20.0%	24

Are there other guidelines that should be used to measure the performance of new buildings?

Answered

45

Skipped

77

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Ownership important condos **over** apartments think **more** Solar **them** current How a
ctually transit get community outside building space **buildings** residents p
asses Vents back street material requirements **need** huge far too like affordable transport
ation bicycle **parking** measure density long term spaces filled **SO** into where yea
rs **housing** adjacent crime walls walkways pedestrians **Public New** Retail better design
developments don t give neighborhoods want developers **they** size Most up 5 ugly Why d
o Smaller **development** see all above question require provide small park **height** u
nderground downtown than least **TSA** use businesses heights zones project neighborhoo
dunits way post occupancy evaluations conducted performance lots

Ownership is important. I would recommend condos or townhomes over apartments.

I think more emphasis should be put on Solar/wind to power them and getting them off the current system.

How many people are actually using transit to get there. Ability to have community events, outside or within the building

Plant trees in space in front of buildings.

unique incentives to reducing driving by residents, bike lockers, elevators that allow bikes and/or subsidized bus passes.

Vents or building exhaust vents should be located to the back of the buildings not the street.

Architectural material requirements need vast improvements.

There is a huge demand for ownership in SLC and far too many rentals at current. 400-700 sq ft condos would sell like hotcakes, but nobody is building them at affordable prices!

we are losing sight of the mountains. the beauty of our city comes through our connection to them

Facilities for alternative transportation modes, such as bicycle parking, electric vehicle parking

A quantitative measure of intensity instead of density

Think about the long term sustainability of keeping these spaces filled so as not to get into a boom and bust cycle where everything will need redeveloped again in 20-30 years.

More affordable housing adjacent to transportation

Safety as far as attracting/repelling crime

Reflectivity of walls and glass facing walkways and roads should be mitigated to lower traffic risks and to increase comfort of pedestrians.

Public space

New buildings need to be able to accommodate parking

COMMUNITY ENGAGEMENT. Retail, parks, walkways, public spaces, better design. NO MORE STUCCO! If the new developments don't give back to our neighborhoods - we don't want them. Wait for conscientious developers that actually give a damn about where they're building and how they integrate in to communities.

Walkability

I think that better size regulations should be a new consideration. Most of the new housing developments that have gone up in the past 5 years are gargantuan, so obscenely huge that they shadow adjacent neighborhoods and buildings, and stick up like ugly soar thumbs across our cities skyline. Why do they have to be so massive. Smaller and more diverse would be amazing, and open the market to different development styles.

Yes see all above in previous question.

I'd love to require everyone to provide a small public park if their development is over a certain size.

There should be height restrictions so

Parking is a question. Parking is "ugly" and a waste of space unless the development incorporates an underground parking structure. It would be awesome if in these underground parking structures there was a percentage of parking available to the public with an hourly cost. There is not enough parking downtown and that hurts small business the most.

Buildings width should be less than twice the height at least. This is downtown. Why do new TSA zone developments resemble suburban apartments? We should build taller and narrower.

Amenities outside of the development

Mixed use. Sugar house is a good example of too much housing without office space where the residents can work. It is going to fill with thousands of residents who have to commute to downtown to find a job.

marketing versus amount filled in by businesses. revenue

Transparency of the Frontage; 50% or above.

No maximum heights for TSA zones. Minimum heights need to be started. This means that all buildings must be at least a given height. in the TSA zones, this should be set to at least 100 feet.

Increased height/density should be awarded more points, particularly for buildings over 5 floors. If this requires zoning changes, that should also be considered.

If parking requirements are reduced, residents park on the street which is unfair to neighbors.

Require solar panels. Maybe bicycle storage areas.

Provide subsidized transit passes to residents, provide bicycle parking

No

No

A multi-use project can breathe more life into a neighborhood than a project that is just housing.

Higher ratio of owned units to rented units

The most important thing is to engage pedestrians at street level in any way.

More post-occupancy evaluations should be conducted to measure the performance of TSA development.

More post-occupancy evaluations should be conducted to measure the performance of TSA development.

Smaller lots should be preferred over larger lots. I don't want to see attractive, historic buildings being torn down to make way for huge apartment complexes.

Zero impact on existing buildings and uses in the neighborhood. Design features that decrease opportunities for crime and the congregation of homeless and unsavory folks. Crime prevention and reduction elements.

Guidelines to incentivize developers to give local/small businesses priority for ground-floor retail leases

Long-term adaptability, material wear, soundproofing flooring and walls.

Do you have any additional comments or concerns with the current TSA zoning district regulations?

Answered

40

Skipped

82

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affordable housing low income like see more those who t one make too
much rules public needs building thanks asking best people still density
development nearby retail cafes over parking close space developme

nts Thank **us** your process **developers** system example behind windows **us**
es encourage **pedestrian** activity outdoor dining interesting etc stop apartment buil
dwhat planning does **community** seen progress garages **along** sidewalk **they**
from Please Very integrate **new** how issue **just** northsouth Temple amount
street things out area **Do neighborhood** want shop head **Seasons Li**
brary Square get help was zoning developer **so Look** Hall Safety Then any
other add **Need** Salt Lake currently live beautiful **cities** front addition lets amazing
Within regulations able code most buildings taking around them profit rather **than** havi
ng let Provide friendly really **right** design real take care pedestrians shade trees small g
athering places decent set backs hallmark **needed** could level create **transit** boulev
ard every whole charm key know zone **all** way benefit incentives include Apartments u
p being s m first Current reviewed potential zones TSA less traditional land allow use ch
anging scoring

I imagine "affordable housing" means low-income housing. If possible, I would like to see more housing available to those who can't afford \$1200/mo in rent for a one bedroom but also make too much to qualify as low income.

too many rules and, the public needs to be allowed to be more involved.
Slow down the building

thanks for asking

I worry that despite our best intentions people are still determined to drive and high density development increases traffic. Bridge walkways to nearby retail, cafes near bus stops, sharing over/evening guest parking with nearby retailers who may close at 5pm would save space and reduce impact of developments.

NO.

Thank you for involving us in your process!

There should be a mechanism to deter developers "gaming the system," for example placing parking behind windows. Active uses that draw people and encourage pedestrian activity, such as outdoor dining, interesting window displays, etc should be rewarded.

Too many rentals, no opportunity for people to buy. Everyone is waiting on developers to stop building apartment and build condos.

sugarhouse is glaring example ow what this type of planning does to a community. growth should not be seen as progress when crowded, sterile development like this is what results.

Parking garages should not be located along the sidewalk; they detract from the pedestrian experience.

Please please please . . . make this a topic for the Development Advisory Forum.

Very important to integrate new plans with much thought on how to preserve the older neighborhoods that exist

n/a

Parking is already an issue as can be seen on 600 west just north and south of North Temple. The amount of on street parking needs to be addressed.

A couple things that keeps people out of the area are prostitution & drug sales. Do something about these problems, and you'll reclaim the neighborhood, and people will want to stop and shop.

Like I said, our street (Stanton Avenue) had a head-to-head battle with Seasons at Library Square and lost. We couldn't get help from the City bc there was no zoning or rules to make the developer have to do anything to give back, or integrate with the neighborhood. And doing so would have cost MONEY - so they didn't. Look at the Library. Look at City Hall, the new Public Safety Building. Then look at Seasons at Library Square (or any other of their developments). Then tell me how these 'add' to our community or not. Please feel free to contact me if I can be of further help on this issue : Matt Monson : mattmons@gmail.com

Apartment complexes should not charge the residents for parking. Need more usable outdoor decks. Windows should be operable.

As a 9 year resident of Salt Lake City, I currently live in the beautiful Library Square neighborhood. The Library, Leonardo, City Hall, Public

Safety Building, Victorian homes on a quiet street, and many of the cities finest festivals and events, are just outside my front door. The latest addition to our neighborhood has been oversized and visually displeasing Seasons at Library Square...and lets be honest, this is not an attractive "urban" addition to this amazing and historic neighborhood. Within regulations of the time, Seasons was able to build, within code, a building so large that you can no longer see Mount Olympus and the Wasatch Mtn. Range from Library Square, one of our cities most beautiful and renowned structures. It is buildings like this that are quickly taking over majorities of vacant lots and casting shadows on the vibrant community around them. Too many developers seem hellbent on maximum profit, rather than having any focus on the people or the planet. Thank you for putting out this survey and asking for public input, it is so meaningful. And lets PLEASE pass new zoning regulations for developers wanting to build in our city, because I love Salt Lake, and I want it to still be an amazing place to live 10 years from now. How we let our city be developed is a huge player in how we progress in the future. Thank you again!

Daylighting creeks and enhancing the natural environment. Provide parks and open space in the designs.

Related: What does pedestrian friendly really mean? The regulation incorrectly labeled encourages building a building right on top of the sidewalk or having the parking garage (often more than one) pour out across the sidewalk from a dark unattractive hole in the center of a building design is not really pedestrian friendly. When this was ordinance and culture was created the real intent was to maximize the buildable space not take care of walkability or the community. Creating a beautiful street scape where pedestrians are not pushed too close to the street with shade trees, interest, engagement (shopping, dining, small social gathering places like plazas, cafes, etc.), decent park like atmosphere with decent set backs does. In fact, set backs are a hallmark of the history of this city not just South Temple. REAL GREEN SPACE is healthy, reduces heat island effect, heals the spirit and provides much needed help with cleaning our air. Developers could add street level fountains, water features, benches, gardens, small gathering places to create a wonderful transit boulevard. TALL shade trees vs. small minimal lolipop trees are a

hallmark of every great neighborhood in this and other cities. So many cities do a good job of taking care of a whole person, the whole community. When we think of the charm in Paris or grand boulevards around the country we see careful planning. The City needs to decide the key elements of charm that it wants to be known for and incorporate them in this and every other key zone. . There are hundreds of examples that have come before us. We could take the best from all cities to create an interesting, rich and charming transit boulevard rather than a concrete canyon that makes people run the other way. We have to help encourage people to do the right thing for the long term benefit of the City.

Thanks for your concern! I would recommend preserving architecture in most circumstances over new construction.

Affordable housing incentives should include incentives to provide ownership, not just rental, units.

Please close the "white wall behind glass" loophole as seen in the Encore Apartments. As bad as street-level garages are, this is worse.

It seems like the city planners know all the right things to do (break up the blocks, regulate parking, affordable housing, ground level retail, etc) but the buildings that are being built are terrible and do not benefit the city in those ways. Why let developers shape the city for their personal profit and hurt the city's character?

Not leaving places for illegal activity or homeless people to sleep

I'm really liking the look and function of apartments 'wrapped' with townhouses on the first 2-3 stories.

Current zoning is too much in the developers favor. Yes, projects are needed but they should enhance the community not just the developers pocket books.

I'm very glad these guidelines are currently being reviewed and improved. There is a lot of potential along these zones in our city.

Transit, pedestrians and bicycles need to be first priority in TSA zones. TSA zones should not just be retrofitted car-developments. Let's do this right!

I agree with walkable communities. Integrate housing, business, and health care so we can get along without cars.

No

No

You need to have more parking, not less. Some of us will not shop or live in that area if there is less parking!

Please do not change permitted uses to a traditional land use table. Please allow this zone to remain flexible on uses. This is the only zone in Salt Lake city that allows for flexible uses. The traditional land use table is way too restrictive and all land use tables in the city need to be reviewed and changed quarterly to keep up with changing times and changing uses.

The regulations generally are working well and bringing housing and higher density uses along transit lines.

No.

No.

We are not the only , nor the first to do this.

Eliminate parking minimums. Allow developers to include the amount of parking they see fit, and institute parking maximums instead.

Question whether updating a scoring/rating system that has already failed is the best process. And the scope is limited, all current zoning downtown should be updated with these standards, ultimately moving to a form-based code. This allows for creativity while considering neighborhood and street front. A design review board is needed for all new development. The scoring, like all zoning, is nothing more than a check box. And more likely that a developer is able to find potential loopholes. More aggressive action is required to get the desired and needed mixed-use development, not just 400 South and North Temple but throughout the city.

ATTACHMENT M: DEPARTMENT REVIEW COMMENTS

Transportation

We have reviewed and discussed internally and do not have further comment.

*Planning Staff Note: The Transportation division reviewed the materials in the initial stages of their development. Transportation proposed providing points for participation in **the City's HIVE pass program**. Those new points for HIVE pass participation can be found in the guidelines chapter in section 25 "Access to Transit" on page 37 of the "Development Guidelines" manual.*

Engineering

No comments or suggestions on the proposed changes.

Public Utilities

No comments.

Building Services

Planning Staff note: The building services department provided comments and suggestions about clarifying zoning code language so that it could be adequately enforced. Those suggestions were incorporated into the text.

Housing and Neighborhood Development

See following letter from HAND regarding proposed changes to affordable housing incentives.

Housing and Neighborhood Development (HAND) Division Comments on Proposed TSA Changes

Date Published: November 9, 2016

HAND has reviewed the proposed TSA zoning changes and has the following comments:

- HAND supports the addition of increased points for both mixed income and use as well as the additional points for building in high opportunity areas.
- HAND feels that 15 years is the minimum threshold for affordability and the division would be supportive of a longer term.
- Generally HAND is supportive of the point system but encourages caution as it relates to how much affordability is required. Each community has unique needs as it relates to affordability and point systems can at times have unintentional consequences. With this in mind HAND would recommend that there is a minimum amount of units (no less than 2) which would encourage sufficient affordability in small projects and would encourage consideration of a larger point spread on projects with 33% or more affordability.

Lastly, HAND would like to note that subsidized affordable housing and specifically housing that uses low income housing tax credits has been proven to enhance communities and decrease crime. These housing opportunities are critical in all communities throughout our city ensuring that all incomes have access to such housing. Affordability is key to the preservation of the integrity and fabric communities have built over generations and will help prevent the negative effects of gentrification. Currently, HAND believes that there is no community in Salt Lake City that has a too much formalized affordable housing; rather some communities, notably, have extremely limited options while others are seeing continued growth. HAND recognizes that in the future it will be critical to create access to housing in all our neighborhoods and is encouraged by incentives that promote such growth such as these TSA changes.

ATTACHMENT N: MOTIONS

Potential Motions

Staff Recommendation (Positive):

Based on the findings and analysis in the staff report and testimony provided, I move that the Planning Commission forward a positive recommendation for PLNPCM2016-00522, to adopt the proposed zoning ordinance text amendments related to the Transit Station Area zoning district.

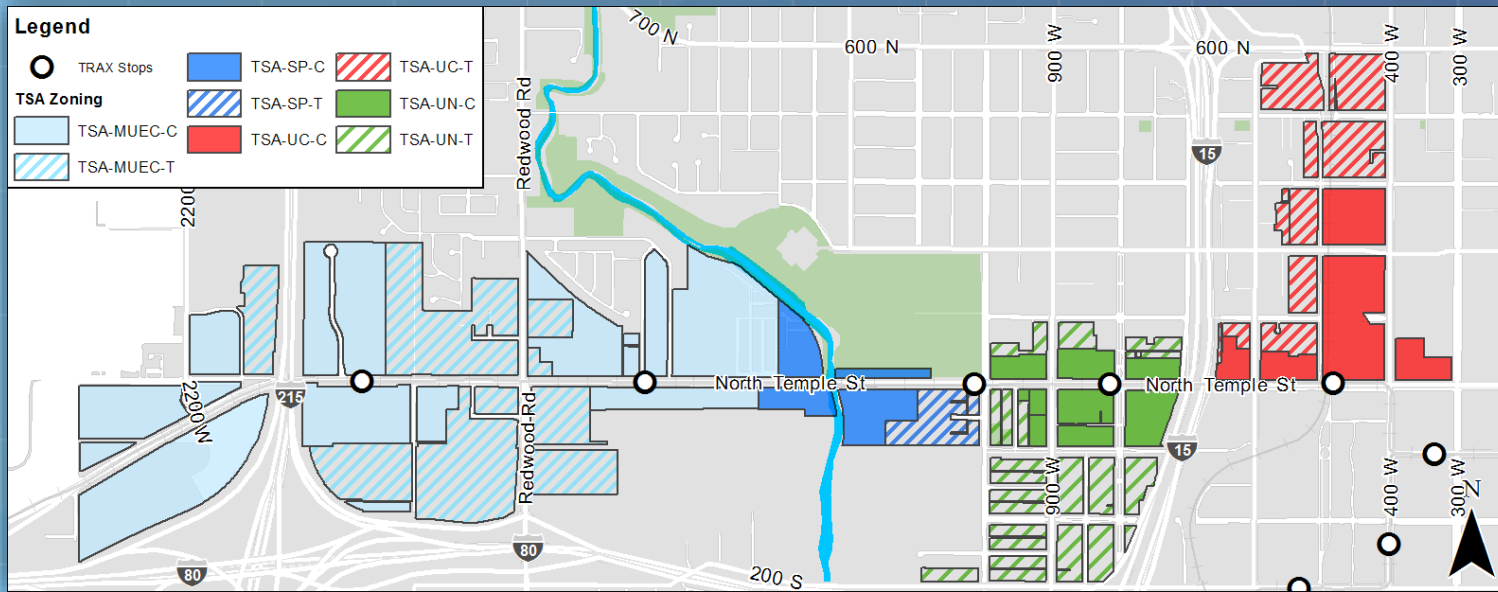
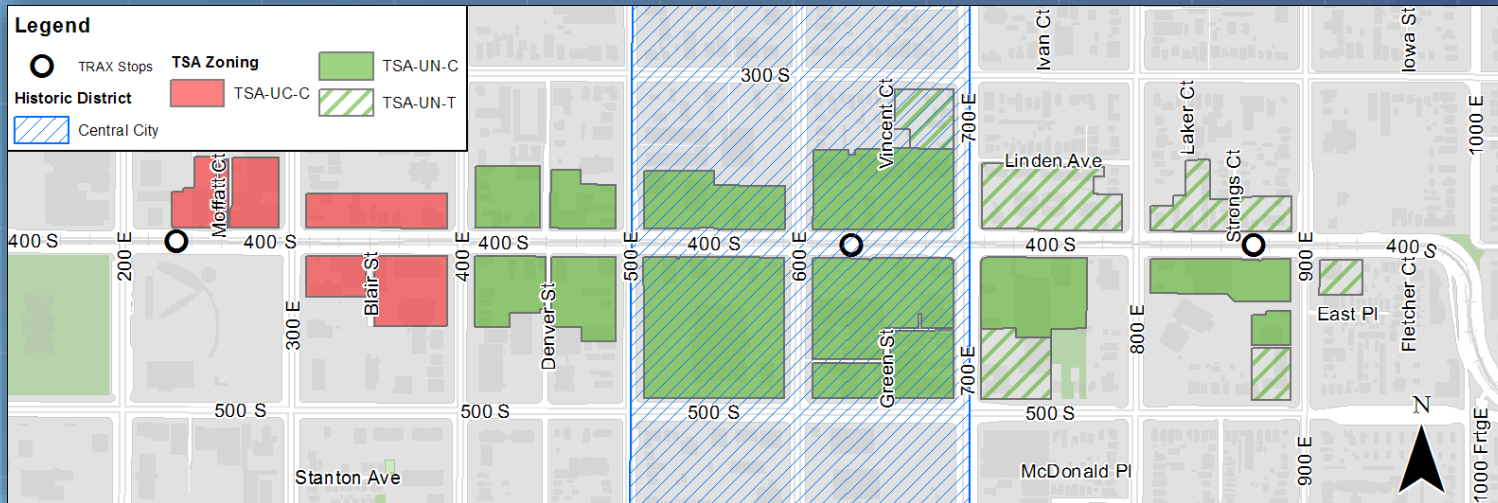
Not Consistent with Staff Recommendation (Negative):

Based on the findings and analysis in the staff report and testimony provided, I move that the Planning Commission forward a negative recommendation for PLNPCM2016-00522, to not adopt the proposed zoning ordinance text amendments related to the Transit Station Area zoning district

Transit Station Area (TSA) Zoning District Changes



❑ Where is it?



Transit Station Area (TSA) Zoning District Changes



What does it look like?



Transit Station Area (TSA) Zoning District Changes



☐ What is TSA Zoning?

- ☐ Intended to encourage high density, TOD

- ☐ “Performance Based Zone” – Scoring System

- ☐ Developments must obtain certain # of points by incorporating guidelines into projects

- ☐ Ex: Affordable housing, quality building materials, midblock walkways, renewable energy, historic preservation

- ☐ If you get 100 points, your project can be approved

- ☐ If <100 points you go to Planning Commission

Transit Station Area (TSA) Zoning District Changes



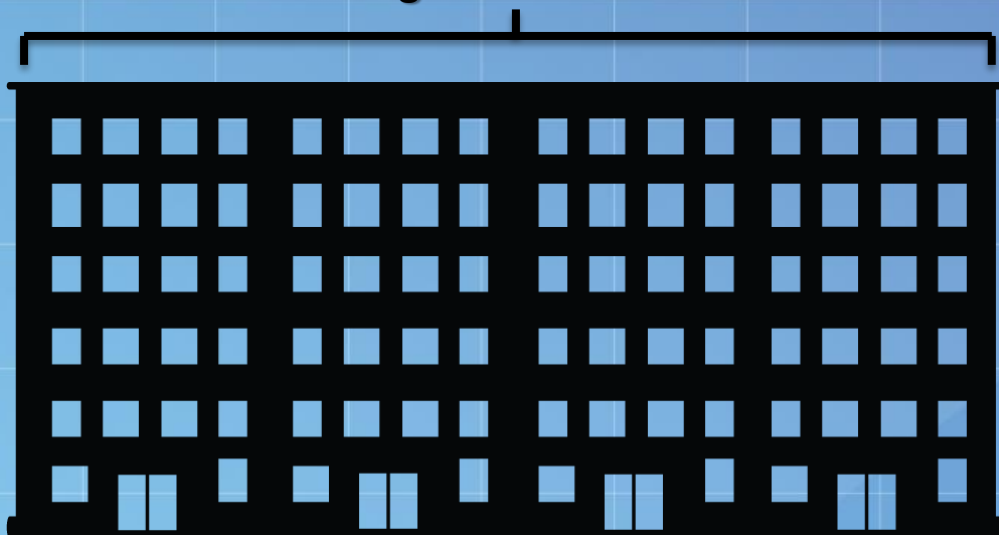
- ❑ City Council initiated petition in June
 - ❑ Concerns with building scale, materials, lack of mixed use
 - ❑ Also emphasized that Planning look at:
 - ❑ Requiring commercial ground floors and higher quality materials
 - ❑ Incentivizing affordable housing
- ❑ Input Opportunities
 - ❑ 2 Open Houses
 - ❑ Community Council Meeting
 - ❑ Open City Hall Survey
 - ❑ Planning Commission Preliminary Input Hearing
 - ❑ Notices sent to property owners/residents in and near zone and developers



TSA Zoning Changes

Ground Level & Façade Zoning Changes

Building Width Limit: 200'



Entrance Every 40' min.

Active Use Required for 80% of Ground Floor
Min. 25' depth

Must include entry feature:

- Canopy, patio, stoop, recessed

If facing 400 South/North Temple:

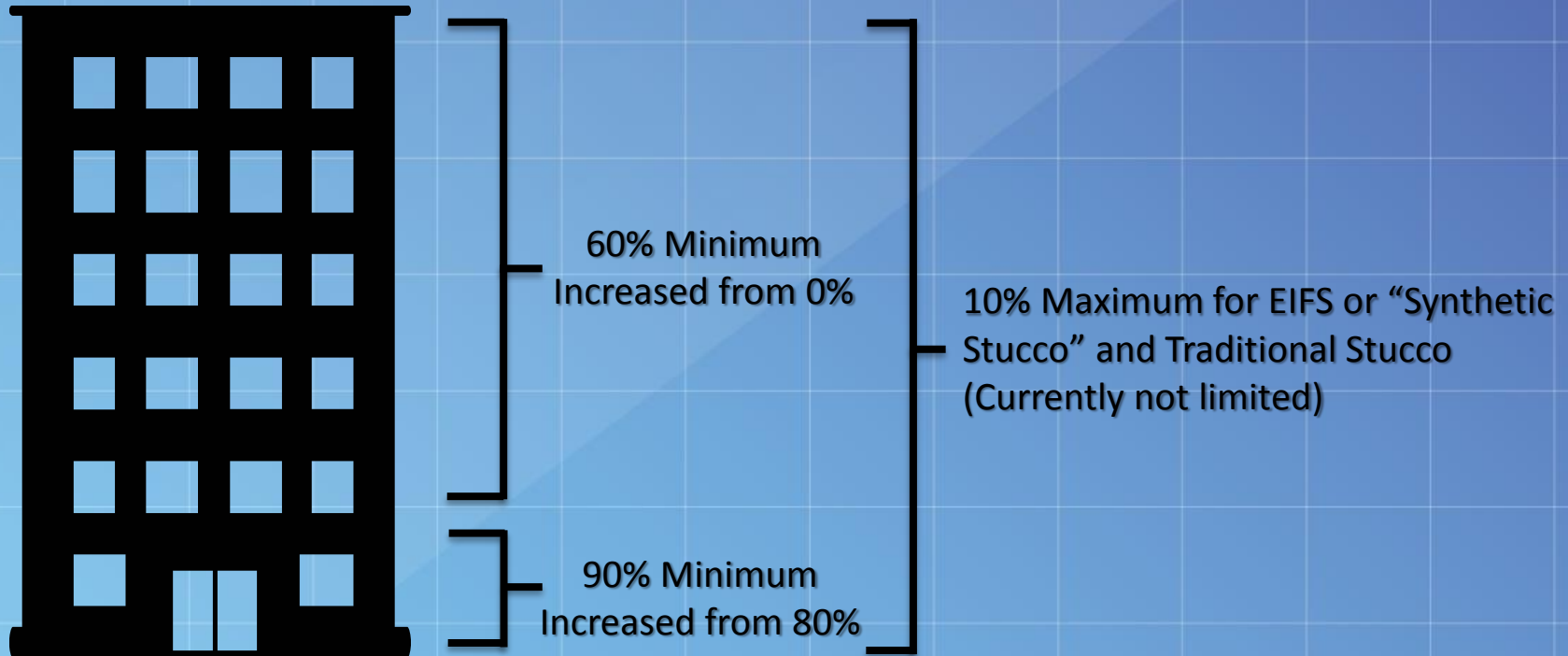
- Space required to be commercial use
- Residential allowed only if the space is built to commercial standard, typ. steel, concrete

TSA Zoning Changes

Ground Level & Façade Zoning Changes



High Quality Building Material Minimums



High quality, durable materials:

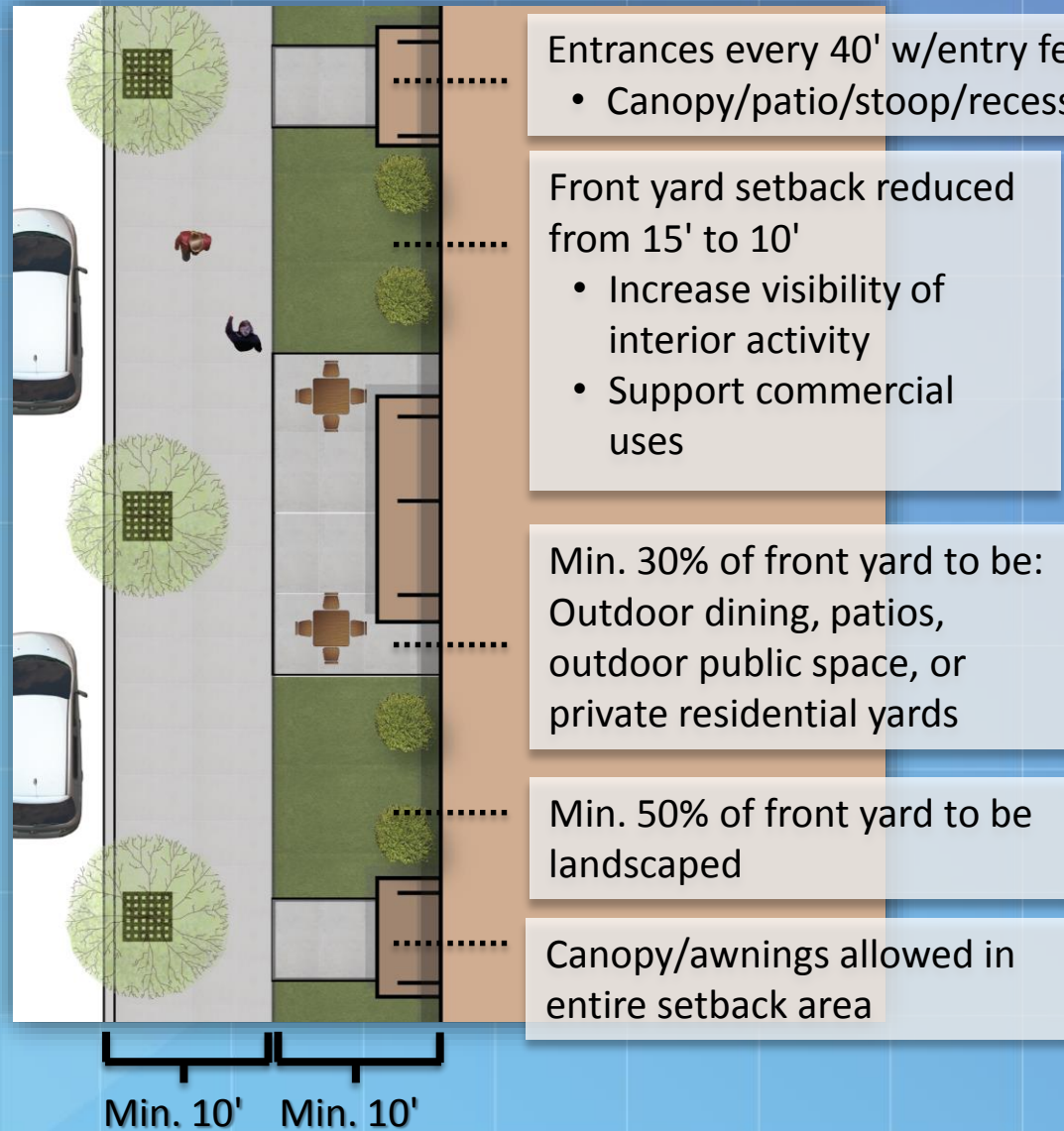
- Stone, brick, masonry, textured/patterned concrete, cut stone, fiber-cement products

Other materials may be approved by Planning Director.



TSA Zoning Changes

Front Yard Area Zoning Changes



Example of Similar Setback/Layout

TSA Zoning Changes

Other Miscellaneous Zoning Changes



☐ Land Use Tables

- ☐ Change from prohibited list to allowed list

☐ Midblock Walkways

- ☐ Required when identified in master plan

☐ Text Clean Up

- ☐ Removed intent/purpose language to reduce code length

TSA Zoning Changes

Development Guidelines Points System Changes



☐ Increase approval threshold from 100 to 125

- ☐ Meant to increase quality of development
- ☐ Developers can incorporate higher point guidelines, or a number of low point guidelines to make up the difference
 - ☐ Low Point Examples: Solar panels, EV charging stations, streetscape amenities, small plazas, lighting
- ☐ Guideline mins. have been increased to align with new zoning mins.
 - ☐ Example: Building materials req. 60%, points available for 70%+ or higher

☐ Better Architecture/Materials

- ☐ Changing variety of points to focus on better architecture, materials
- ☐ Example: Parking structure points for covering in high quality materials and/or other uses

☐ Mid-block Walkways

- ☐ Increased points to reflect priority

☐ Ground Floor Mixed Use

- ☐ Increased points to better incentivize mixed use in all areas, not just on NT/400 S

☐ Low Parking Ratios

- ☐ New points for low parking ratios to encourage better use of property

TSA Zoning Changes

Development Guidelines Points System Changes



Affordable Housing Points

- ☐ Points increased to better incentivize affordable housing
 - ☐ 10% Affordable: 20 points
 - ☐ 20% Affordable: 30 points
 - ☐ 33% Affordable: 40 points
 - ☐ Each increased 10 points from current levels
- ☐ New Opportunity Areas Points
 - ☐ New points added for locating affordable housing in an opportunity area
 - ☐ Areas with higher performing schools, low poverty, stable housing, job access
 - ☐ 3 to 4 index rating: 10 points
 - ☐ 5 to 6 index rating: 20 points
 - ☐ Qualifying areas:
 - ☐ Part of North Temple east of I-15
 - ☐ Most of 400 South

TSA Zoning Changes

Next Steps



Next Steps:

- ☐ After Planning Commission recommendation, will go on to City Council- December-March

**5.C PLANNING COMMISSION – NOV. 9
AGENDA AND MINUTES**

SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA
In Room 326 of the City & County Building
451 South State Street
Wednesday, November 9, 2016, at 5:30 p.m.
(The order of the items may change at the Commission's discretion.)

The field trip is scheduled to leave at 4:00 p.m.

Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in Room 118 of the City and County Building. During the dinner break, the Planning Commission may receive training on city planning related topics, including the role and function of the Planning Commission.

PLANNING COMMISSION MEETING WILL BEGIN AT 5:30 PM IN ROOM 326

APPROVAL OF MINUTES FOR OCTOBER 26, 2016

REPORT OF THE CHAIR AND VICE CHAIR

REPORT OF THE DIRECTOR

PUBLIC HEARINGS

Legislative Matters

1. **Trolley Square Ventures Zoning Map Amendment** - A request by Douglas White, representing the property owner, Trolley Square Ventures, LLC, to amend the zoning map for seven properties as follows: 644 E 600 S (Parcel #16-06-481-019) 603 S 600 E (Parcel #16-06-481-001) 652 E 600 S (Parcel #16-05-353-001) 658 E 600 S (Parcel #16-05-353-002) 664 E 600 S (Parcel #16-05-353-003) 628 S 700 E (Parcel #16-05-353-016) 665 E. Ely Place (Parcel #16-05-353-014) The subject parcels are currently zoned RMF-45 (Moderate/High Density Multi-Family Residential District), RMF-30 (Low Density Multi-Family Residential District) and SR-3 (Special Development Pattern Residential District). The applicant is requesting that the properties be rezoned to FB-UN2 (Form Based Urban Neighborhood District) with the intent to redevelop the site in the future as a mixed-use (residential & commercial) development. The properties are located within City Council District 4 represented by Derek Kitchen. (Staff Contact: Lex Traughber, (801)535-6184 or lex.traughber@slcgov.com) Case Number **PLNPCM2016-00031**
2. **Master Plan and Zoning Map Amendment at approximately 350 East 800 South** - A request by Suzette Eaton, the property owner, to amend the Zoning Map and the Central Community Future Land Use Map for one property listed at the above address. The subject parcel is currently zoned RMF-30 (Low Density Multi-Family Residential) Zoning. The applicant is requesting that the property be rezoned to CN (Neighborhood Commercial) to accommodate an existing nonconforming commercial structure. The property is located within City Council District 4, represented by Derek Kitchen. (Staff Contact: Kelsey Lindquist (801)535-7930 or kelsey.lindquist@slcgov.com)
 - a. **Master Plan Amendment** - A request to amend the Future Land Use Map of the Central Community Master Plan from Low Density Residential (1-15 dwelling units per acre) to CN (Neighborhood Commercial). Case Number **PLNPCM2016-00660**
 - b. **Zoning Map Amendment** - A request to amend the Salt Lake City Zoning Map from RMF-30 (Low Density Multi-Family Residential District) to CN (Neighborhood Commercial District). Case Number **PLNPCM2016-00659**.
3. **Station Area and Depot District Rezone at approximately around the intersection of 300 South and 600 West** - Mayor Jackie Biskupski has initiated a petition to rezone a number of properties in this area to facilitate their redevelopment as part of the Station Center project being

pursued by Salt Lake City's redevelopment agency. The project intends to redevelop the area with a mix of uses including retail, office, and residential. Currently, the land is home to a mix of commercial and light industrial uses and is zoned both D-3 (Downtown Warehouse) and CG (General Commercial). The proposed redevelopment project requires a rezone to GMU (Gateway Mixed Use). The subject properties are within Council District 4, represented by Derek Kitchen. Staff contact: Anthony Riederer at (801)535-7625 or anthony.riederer@slcgov.com) Case Number **PLNPCM2016-00583**

4. **TSA Zoning District Text Changes** - A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The proposed changes to the regulations include: -Clarifying what land uses are allowed in the zone; -Changing how far buildings can be setback from the street; -Clarifying what types of uses are allowed on the ground floor of buildings; -Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; -Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and -Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. This zoning text amendment will primarily affect Section 21A.26.078 "TSA Transit Station Area District." Related provisions of the Salt Lake City Zoning Ordinance, Title 21A, may be amended as part of this petition. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com) Case Number **PLNPCM2016-00522**
5. **City Wide Draft Transit Master Plan** - The draft plan, developed over the past two years with input from thousands of residents and stakeholders, is available for review online at www.slcrides.org. Public transportation is an essential component of Salt Lake City's transportation network, and the plan creates a 20-year vision and action plan for service, transit-supportive investments, programs and policies. The plan also includes a comprehensive look at the City's overall travel patterns, identifies places where transit would be used if it met the needs of potential riders, as well as areas where transit improvements are needed for existing riders. Public comment can be submitted through open city hall at www.slcgov.com or through the staff contact below. The Planning Commission is required to make a recommendation to the City Council. The City Council will make a decision on whether or not to adopt the transit master plan at a later date.(Staff contact is Julianne Sabula at (801)535-6678 or julianne.sabula@slcgov.com)

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/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.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

SALT LAKE CITY PLANNING COMMISSION MEETING
(EXCERPT OF MINUTES FOR TSA ZONING AGENDA ITEM)
City & County Building
451 South State Street, Room 326, Salt Lake City, Utah
Wednesday, November 9, 2016

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:30:03 PM](#). Audio recordings of the Planning Commission meetings are retained for an indefinite period of time.

Present for the Planning Commission meeting were: Chairperson Matt Lyon, Vice ChairpersonCarolynn Hoskins; Commissioners Maurine Bachman, Weston Clark, Ivis Garcia, Andres Paredes and Sara Urquhart. Commissioners Emily Drown and Clark Ruttinger were excused.

Planning Staff members present at the meeting were Nick Norris, Planning Manager; Lex Traughber, Senior Planner; Daniel Echeverria, Principal Planner; Anthony Riederer, Principal Planner; Kelsey Lindquist, Associate Planner; Michelle Poland, Administrative Secretary and Paul Nielson, City Attorney.

[7:31:45 PM](#)

TSA Zoning District Text Changes - A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The proposed changes to the regulations include: -Clarifying what land uses are allowed in the zone; - Changing how far buildings can be setback from the street; -Clarifying what types of uses are allowed on the ground floor of buildings; -Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; -Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and -Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. This zoning text amendment will primarily affect Section 21A.26.078 "TSA Transit Station Area District." Related provisions of the Salt Lake City Zoning Ordinance, Title 21A, may be amended as part of this petition. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com)
Case Number PLNPCM2016-00522

Mr. Daniel Echeverria, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was recommending the Planning Commission forward a positive recommendation to the City Council.

The Commission and Staff discussed the following:

- Why some of the items were given a score rather than just made a requirement.

- If developers were involved in drafting the ordinance.
- The increase in the point system and when developments would or would not come to the Commission.
- If the proposal would generate more applications that required Planning Commission review.
- The approval process for proposals brought to the Planning Commission.
- How the new language addressed building footprints, massing and scale.
- The definition of an active use.
- Making midblock walkways a requirement not an incentive.
- Future master plan changes to address midblock walkways.
- Affordable housing index and incorporating it into the transit areas.

PUBLIC HEARING [7:55:51 PM](#)

Chairperson Lyon opened the Public Hearing.

The following individuals spoke to the petition: Ms. Cindy Cromer, Mr. Bryce Garner, Mr. Jade Sarver and Ms. Ana Valdemoros, Mr. Mathew Dfohl, Mr. Sean Neves and Mr. Tim Funk.

The following comments were made:

- Developers go to lengths to not come in front of the Commission for review.
- Need to help change up the design to benefit the City.
- Need to encourage midblock walkways and make them a priority.
- Variation in height was a concern and not creating a walled in effect.
- Need more points for preservation which added diverse height and character to buildings.
- Add recommendation for City Council to review the changes in three to four years for effectiveness.
- Giving negative points for over percentages of affordable units.
- Too many points are given for affordable housing.
- The issues with centralizing affordable housing in one area and the current percentage of affordable housing in the Fairpark area.
- Recommend moving forward with the design standards and continuing to study the affordable housing issues along North Temple and 400 South.
- In support of the proposal.
- Need to ensure quality structures are being proposed and constructed.
- One of the purposes was to incentivize more commercial and major businesses to come into the area but that was not happening.
- Table the affordable housing portion of the proposal to further study the issues of placement and saturation.
- Public process has been open and inclusive.
- Construction along 400 South was very common and uniform.
- Many of the affordable housing components have been removed from 400 South.
- Leaving sections out would hinder the overall use of the ordinance.

- Affordable housing was a must regardless of where it was located in the city.

Chairperson Lyon read the following cards:

- Mr. Jack Davis – I am supportive of these proposed text amendments.
- Mr. Michael Iverson – It's rare of people to speak up when they are happy about something, but these changes to the TSA zone are proving to be very popular. Particularly happy about noticing requirements, building material and decreased distance between entrances. Very encouraging to see the noticing requirements too. Please forward a positive recommendation. Special thanks to Daniel in Planning for present at CCNC when he had no statutory obligation to do so.

Chairperson Lyon closed the Public hearing.

The Commission and Staff discussed the following:

- How to incentivize affordable housing and design standards in the point system.
- If it was possible to require a certain amount of affordable housing in developments located in different areas of the city.
- Need to balance out the affordable aspects with other incentives in the proposal.
- The purpose was to further incentivize affordable housing in the district as requested by the City Council.
- The legality of limiting affordable housing and having the City attorney draft a memo regarding this issue.
- The definition of affordable housing.
- How to balance higher quality buildings while accommodating affordable housing.
- The clustering of low income housing units and how to spread them throughout the city.
- If there was a process of review for the ordinance to ensure it was working as intended.
- How to vary building height and how it was regulated under the proposal.
- How to ensure the ground floor uses were active.
- How to make developers obtain points from different components of the point system not just through affordable housing.

MOTION [8:41:05 PM](#)

Commissioner Clark stated regarding Petition PLNPCM2016-00522, TSA Zoning District Improvements, based on the findings and analysis in the Staff Report and testimony provided, he moved that the Planning Commission forward a positive recommendation to adopt the proposed zoning ordinance text amendments related to the Transit Station Area zoning district with a recommendation for the City Council to look at a way to possibly include a base requirement for affordable housing units in all projects in this zone also a legal memo concerning the legality and constitutionality of this issue and if not that take into consideration policy that would affect the balance between affordable housing on North Temple and 400 South. Commissioner Bachman seconded the motion. The motion passed unanimously.

**6.A HISTORIC LANDMARKS COMMISSION – NOV. 3
MEMO**



MEMORANDUM

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission
From: Daniel Echeverria, Principal Planner
801-535-7165 or daniel.echeverria@slcgov.com
Date: October 27, 2016
Re: Briefing for the **TSA Zoning District Improvement** project (PLNPCM2016-00522)

NO ACTION REQUIRED: This item is being presented to brief and obtain input from the Historic Landmark Commission on changes to the Transit Station Area (TSA) zoning district as they relate to properties within the Historic Preservation Overlay.

A summary of the changes being considered is attached.

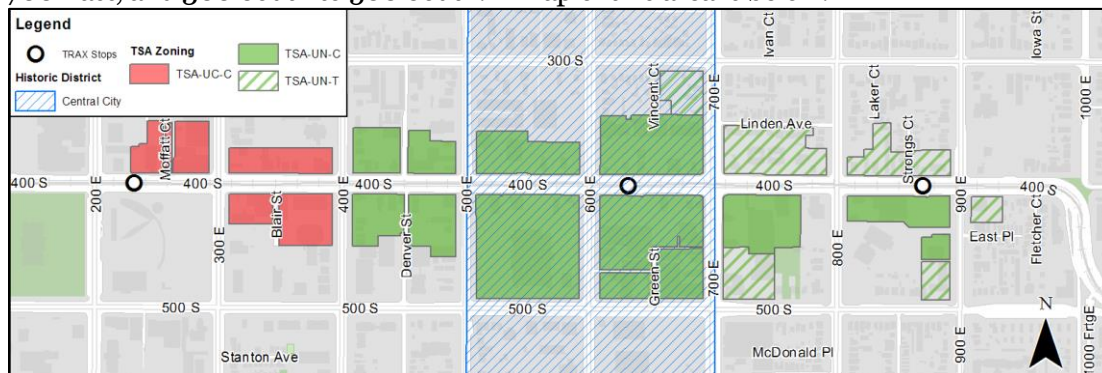
BACKGROUND/DISCUSSION: In June of this year, the City Council initiated a petition to review the TSA zoning district regulations and identify changes that would resolve the issues that had been identified with those regulations. The identified issues primarily relate to concerns with building mass, scale, and materials in recent TSA developments. In addition to these general issues, the Council asked that Planning staff consider the following objectives during the review process:

- Require that uses on the ground floor of a building encourage engagement with pedestrian on the street as well as building occupants including but not limited to, establishment of retail and commercial uses.
- Consider maximum allowable percentages of non-durable materials on building facades.
- Adjust the development score to further incentivize affordable housing.

Since that time the Planning division has developed some modifications to the existing TSA zoning code to address these issues. A summary of those changes is attached to this memo.

TSA Zoning and Historic Preservation Overlay Context

A portion of the TSA zone is located within the Historic Preservation Overlay between 500 East and 700 East, and 300 South to 500 South. A map of this area is below:



The area is mostly composed of strip mall development and fast-food restaurants, with a few larger anchor-store developments, such as Smith's Marketplace and Walgreens. Other larger scale buildings include a six-story office building at the corner of 700 East and 500 South and a new multi-story apartment building was recently approved by the Historic Landmark Commission near the adjacent corner at 600 East and 500 South.

The TSA zoning code requires projects to go through a review for compliance with the Development Guidelines manual. Developers must obtain at least 100 points by incorporating guidelines from the manual in their projects. Points can be obtained from a number of different things in the manual, such as incorporating affordable housing, building to LEED standards, using renewable energy, and designating property as a historic landmark site. The proposed changes increase the minimum point threshold to 125 points to help ensure higher quality development.

When a property is in the Historic Preservation Overlay, any new construction must go through both the full Historic Landmark Commission approval process and the TSA Development Guidelines points system process. If the development does not receive enough points from the guidelines, it must also go the Planning Commission for review and approval. The proposed modifications do not change this process.

The Development Guidelines manual includes the below historic preservation guidelines (page 23 of the Development Guidelines) that can be met for required points. These guidelines and the associated points are not changing.

Category	Guideline	Points
Historic Preservation	Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.	40
	National Register: State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits.	20
	Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director	20
	Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	5
	Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.	50

There are a number of different zoning changes being proposed as part of this petition. Some of the changes that may be of interest to the Historic Landmark Commission are discussed below.

Active Ground Floor Uses

One concern along 400 South has been the loss of commercial uses and recent developments having parking structures right along the sidewalk, rather than active uses. The proposed code requires that the first 25' of ground floor building facades along sidewalks be occupied by an active use besides parking in all developments. An additional restriction is being added for the ground floor uses along 400 South. For these areas, the code will require a commercial or live/work use to occupy this ground floor space. The proposal allows for an exception to use the space for residential uses, including amenity space, if the shell space is built to a commercial occupancy standard that would allow conversion to commercial uses later on. This would generally require steel and concrete construction around these spaces.

Entrances

The changes also include an entrance requirement for every 40' of frontage. There is currently no entry requirement for residential uses. Additionally each entrance will be required to include an entry feature such as a porch, stoop, or canopy.

Setbacks

The proposal reduces the required setback along 400 South to a minimum of 10' from the current 15'. The intent of this change is to encourage more ground floor interaction between pedestrians and activity inside buildings and to improve the walking experience. The changes also allow for arbors, trellis, and canopies in this front yard area to allow for shading of outdoor dining or other spaces. Setbacks greater than 10' will require additional landscaping and there is a maximum setback of 20' unless the setback is increased to accommodate outdoor dining or courtyards.

Building Facade Length

Restrictions on the length of building facades are also being proposed due to concerns about long monotonous building walls in recent TSA developments. Under the proposal, buildings will be limited to 200' feet unless they are processed through the Conditional Building and Site Design review process. The Historic Landmark Commission will continue to have the authority to impose other limits on the length of facades.

Materials

The changes also include increases to the durable material requirements. The proposed code requires at least 60% of the overall façade to be covered in a durable material, such as brick, stone, concrete, or fiber cement board. Other materials, such as stucco, could cover the remaining façade. However, EIFS (Exterior Insulated Finishing System or “synthetic stucco”) will be limited to 10% of the façade. The ground floor durable material requirement is also being increased from 80% to 90%.

Other proposed zoning changes are discussed in the Summary of Proposed Changes attachment below.

ATTACHMENTS:

The attachments to this memo include the following documents:

A. Summary of Proposed Changes – Updated Version

This includes is a detailed summary of the proposed changes and high-level visual summary sheets.

B. Transit Station Area District Zoning Code - Clean Draft

This document is a clean version of the proposed draft zoning code text without any markups.

C. Transit Station Area District Zoning Code - Markup Draft

This version of the code is the marked up version of the proposed zoning code text. New text is marked with an underline. Deleted text is marked with a strikethrough.

D. Land Use Table Draft - Clean Draft

This document is the proposed land use tables. The existing prohibited land use table has been deleted in the proposed zoning code and has been converted to an allowed use list. Since this is new text, there is no marked up draft with deletions.

E. Transit Station Area Development Guidelines - Markup Draft

This document is a draft of the Development Guidelines manual for TSA developments. New text is marked with an underline. Deleted text is marked with a strikethrough.

F. Transit Station Area Development Guideline Checklist and Revisions

This document includes the checklist that is used to score TSA developments, including the current guidelines and the revised guidelines.

A. Summary of Proposed Changes – Updated Version

TSA Zoning District Summary of Proposed Changes

Originally Published July 20th, 2016 - Latest Update October 6, 2016

This document was updated on August 18th as noted following the first Open House. Additional updates since that time have been marked with the date **10/6 and are in bold**.

Note: Most of the design standard changes are included in the proposed Design Standards chapter 21A.37 and are not included in the proposed TSA zoning code text in 21A.26.078. The proposed Design Standards Chapter draft can be accessed at this [link](#).

Below is a list of changes to the TSA zoning district that are being considered by the Planning Division. This list and the details are subject to change due to internal review, public input, and review by the Planning Commission.

Changes to Zoning Code (Ordinance)

Noticing	
The primary issue is that neighbors do not receive any notification that a new building may be being built next door. This issue is not unique to the TSA zoning district and is similar to what would happen with a permitted use in any zoning district where the only approval or permit required is a building permit.	
Current Regulation	Proposed Regulation
No noticing requirement unless the project is required to be reviewed by the Planning Commission.	Administrative (Staff) Approval Eligible Projects: <ul style="list-style-type: none">Courtesy notice to properties within a certain distance and recognized organizations stating that a new development has been proposed.Courtesy notice issued at same time of development score approval.The notice is an FYI and identifies where people can learn more. It will also explain the approval process. Planning Commission Eligible Projects: <ul style="list-style-type: none">Normal public hearing noticing requirements, which is a notice sent to all property owners and tenants within 300 feet, the property is posted with a sign, and notice sent to recognized organizations. 10/6: Code developed to follow noticing similar to Special Exception. Adjacent properties notified of receipt of application, where to find development information, and when decision will be made.
Table of Prohibited Uses	
The table of prohibited uses in the ordinance creates confusion for the community, property owners, developers, and the lending community. The table may be producing unnecessary amount of work to administer the ordinance because of the confusion. The proposal would be to add a table of permitted and conditional uses, which is similar to all other zoning districts in the City.	
Current Regulation	Proposed Regulation

<p>Table of prohibited uses lists those uses that are not allowed.</p>	<p>Adds a table of permitted and conditional uses to the land use table chapter. In most instances, the uses that were prohibited will not be permitted. Some uses that were prohibited will now be listed as permitted or conditional.</p> <p>8/18 Proposed changes include: (10/6 revisions in bold)</p> <ul style="list-style-type: none"> • Permitting limited auto oriented uses, such as drive-through and minor auto repair uses within the Transition MUEC and SP. • Removing brewery, distillery, and winery, from transition areas of UN/UC, due to low scale residential proximity potential. Small breweries would continue to be allowed in these zones. • Making uses such as “Amusement Park” and “Zoo” conditional. • Removing “Tire Distribution Retail/Warehouse.” Retail tire stores would still be allowed under retail. • Removing “Large wind energy systems” as principal or sole uses of property due to scale. Wind systems could still be incorporated into developments as accessory use. • Removing “Solar Arrays” as principal or sole uses of property in TSA-UN/UC. Solar panels/arrays could still be incorporated into developments as accessory. • Reducing areas allowed for “Exhibition Halls” and “Convention Centers” and making conditional. • Reducing areas allowed for “Park and Ride Lots” to transition areas in the SP and MUEC. Structured parking could still be used for park and ride uses. • Changing “Stadiums” to conditional. • Removing “Printing Plant,” “Food Processing,” and “Woodworking Mill” from TSA-UN-T. Small scale food processing may be allowed in other zones in the future, this is being addressed by a small scale food production petition. • “Artisan Food Production” added to all TSA zones to allow limited food production use. • “Commercial Food Preparation” added to UN/UC-Core, and all MUEC and SP zones. • Making “Auditorium” uses conditional not allowed in UN-T and UC-T due to single family proximity and wide spectrum of use allowed under “Auditorium definition.
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	<p>Instead allowing Theater, Live Performance as a Conditional Use.</p> <ul style="list-style-type: none"> • Eliminating “Auditorium” use from UN/UC/MUEC as it is a general use that overlaps more specific uses that are already listed separately in the tables. • Reducing areas allowed for “Amphitheaters” to SP zone due to potential noise and scale impacts. • Making “Social Service Missions and Charity Dining Halls” conditional in core and transition areas of UN and UC. • Removing “Manufactured Home” from UN/UC Core areas to match Single Family allowed areas. • Removing “Grain Elevator” from UN/UC. Permitting “Theater” uses in MUEC-T. Removing “Vehicle Auction” from UN-Core. • Clarifying where wireless facilities are allowed and height allowed.
<p>Setbacks</p> <p>Front setback requirement is problematic along 400 South and is not producing usable space in the setback or providing street engagement for nonresidential uses.</p>	
Current Regulation	Proposed Regulation
Current min. setback along 400 South: 15'	<ul style="list-style-type: none"> • Reduce the minimum from 15' to a lower number, such as 5'. Still require 10' sidewalk installation where sidewalk is currently <10'. <p>8/18: Proposed reduction to 10' minimum.</p> <ul style="list-style-type: none"> • This could apply to a certain % of the street facing façade or be based on use (ex: ground floor residential could have more setback to create some semi-private front yards.) <p>10/6: Minimum 50% of building must be built to minimum 10' setback. Remaining may be setback up to 20', with exceptions for plazas, courtyards, and outdoor dining areas. Also simplifying North Temple setback to 5' minimum and 15' max to encourage buildings to be built closer to sidewalk. Exceptions allowed for plazas, courtyards, and outdoor dining areas.</p>
<ul style="list-style-type: none"> • Front yards are only required to be landscaped as indicated in the landscaping chapter. • A minimum of 33% of the area must include live plant materials. 	<p>Require a certain % of the yard to be usable space, such as front porches, patios, or other similar space.</p> <p>10/6: Added allowances for awnings, canopies, and arbors within front yards. Added additional landscaping and tree requirement for front/corner side yards greater than 10' in depth.</p>
<p>Parking Lot Location</p> <p>The ordinance contains conflicting regulations regarding parking lots as a standalone use.</p>	

Current Regulation	Proposed Regulation
Surface parking lots are permitted as the principal use on a parcel of land	Delete this provision. Surface parking lots would still be allowed, but would not be allowed to be the only use on the property.
Building Scale One of the primary concerns identified is that large buildings are having a negative impact on the character of the street and the function of the streets as walkable areas. There are a number of factors that create the scale of the building, including the height, setbacks, length of building wall, materials uses, ground floor design, etc.	
Current Regulation	Proposed Regulation
Building entrance required on average of every 75 feet .	<ul style="list-style-type: none"> Building entrance required for a minimum of every 50 feet on average. 8/18: Current proposal: 40 feet. <ul style="list-style-type: none"> Ground floor residential uses are required to have a primary entrance facing the street.
Length of building wall uninterrupted by glass, doors, change in building wall plane, or similar design feature required every 30 feet .	Reduce the length of building wall uninterrupted by windows, doors, change in building wall plane to 15 feet .
Length of building wall adjacent to a street is not limited.	Limit the length of buildings walls adjacent to a street to 200 feet .
Ground Floor Uses Similar to the issue of scale, the ground floor of buildings are not including uses that help activate the street, put eyes on the street, or provide commercial spaces to help maintain the need to provide spaces for commerce and economic development. 10/6: All of these restrictions may be modified through CBSD process.	
Current Regulation	Proposed Regulation
Prohibits ground floor parking from being visible from the street, but does not require any specific uses.	<ul style="list-style-type: none"> Require active ground floor use for a minimum of 75% of street frontage, reducible to 50% with Planning Commission approval. 8/18: Increased to 80%. Reducible to 60%. <ul style="list-style-type: none"> Use is required to extend a minimum of 25 feet into building. 25 feet would be exempt from this provision to accommodate vehicle access. 10/6: Where limited building width makes compliance with this standard difficult, proposal can go through CBSD process to reduce standard to 60%.
Building entrances required on average of every 75 feet .	<ul style="list-style-type: none"> Building entrance required for every 50 feet. 8/18: Current proposal: 40 feet. <ul style="list-style-type: none"> Ground floor residential uses are required to have a primary entrance facing the street. 10/6: Add requirement for specific entry features, including awnings, recessed entrances, porches, or stoops, for entrances.
No requirements for nonresidential or commercial uses on ground floors of major streets	Add a requirement for nonresidential/commercial uses on ground floors of projects facing 400 South and North Temple.

	10/6: Require ground floor commercial uses on all facades along 400 S and North Temple. Allow residential uses if the ground floor is built to a commercial standard and can allow conversion to commercial uses in the future. Allow live/work units as an alternative as well.
<p align="center">Inner-Block Walkways</p> <p>Large footprint buildings and lack of side yard setback requirements makes it unlikely for midblock walkways to ever be constructed. The large blocks of the City create longer walking distances and reduce route options. This type of infrastructure is necessary to increase the number of people who are willing to walk between where they live and/or work or other destinations</p>	
Current Regulation	Proposed Regulation
No requirement for a midblock walkway.	<ul style="list-style-type: none"> Require midblock walkways only when they are identified in an adopted master plan of the City. Require a midblock walkway when a property is more than 200 feet from intersecting streets. Minimum width of walkway is 10 feet, with a minimum paved path width of 10 feet 6 feet. If streets and midblock walkways already exist, new midblock walkways would not be required.
<p align="center">Building Materials</p> <p>There are two primary issues with the existing building material regulations. The first is that the allowed materials list is very limited. Architects have expressed a desire to allow more materials. The second issue is that there are no building material requirements for upper floors. Related to this issue is the use of exterior insulated finishing systems (EIFS), which is sometimes referred to as “synthetic stucco.”</p>	
Current Regulation	Proposed Regulation
Specific high-quality ground floor building materials required for 80% of street facing facades. Allowed materials include brick, masonry, textured or patterned concrete, and/or cut stone.	<ul style="list-style-type: none"> Keep minimum material requirement at 80%. 10/6: Increase minimum to 90%. Expand allowed materials to include fiber cement products and metal. 8/18: Current proposal in 21A.37: Metal not included in prescribed list, but may be approved by Planning Director. Other materials may be allowed if they are durable, long lasting materials and approved by the Zoning Administrator.
No building material requirements for upper floors.	<ul style="list-style-type: none"> Require at least 50% of upper floor materials to be composed of the same high-quality materials allowed for ground floors. 8/18: Increased to 60%.
No restriction on EIFS (Exterior Insulation and Finishing System)	<ul style="list-style-type: none"> Limit EIFS to a max of 10% of all street facing facades.
<p align="center">Parking Structure Design Standards</p> <p>Parking structures have the potential to have a large visible impact to the street and adjacent properties.</p>	
Current Regulation	Proposed Regulation
<ul style="list-style-type: none"> Ground floor of parking structures required to have an active use. 	<ul style="list-style-type: none"> Must be wrapped with a building material that adds interest and screens vehicles.

<ul style="list-style-type: none"> • Levels of parking above the first floor that are visible from a street are required to be level, not sloped. • Vehicles shall be screened. • Underground parking may extend up to 5 feet above grade if they are screened by vegetation or wrapped in ground floor building materials. 	<ul style="list-style-type: none"> • Parking levels must be level. All ramps must be internal to the structure. • Elevators and stairs need to be externally highlighted. • Signage and wayfinding incorporated into the building. • Interior lighting shall not create a nuisance outside the structure. • Driveways must be different than sidewalk materials. • Habitable space required along the street level. • Venting and mechanical equipment must be screened and not located near the sidewalk. • Street facing building materials and use requirements apply to parking structures.
<p align="center">Minor changes to make it easier to use the ordinance</p> <p>Minor changes include small changes that clarify existing regulations. These types of issues are identified as the Planning Division and Building Services reviews projects and identifies sections of the code that need create confusion or require some sort of interpretation of the code.</p>	
Current Regulation	Proposed Regulation
Additional building height provisions allow for an extra story of building height for sloped roofs.	Require that the slope be visible from the street and cannot be hidden behind a parapet wall.
The current setback requirements are listed in a bulleted format that makes it difficult to readily determine what the setbacks are.	List setbacks in a chart so it is easier to use and administer the setbacks.

Changes to Guidelines

The following table summarizes the proposed changes to the development guidelines in the TSA zoning district. The development guidelines are used to determine the approval process for new projects. Each guideline includes a point value that is based on a combination of the cost of including the guideline in the project, the level of importance of the guideline in relation to accomplishing City goals, and level of desirability to the community in general. The proposed changes are in response to the number of projects that have been reviewed under the TSA process, issues identified with the existing guidelines and a changing emphasis on citywide goals.

Mix of Uses	
The intent of this guideline is to promote mixed use development. A mixed use development generally includes residential on the upper floors and businesses on the ground floor.	
Current Guideline	Proposed Guideline
Based on % of total ground floor area for nonresidential uses	Based on % of floor area of street facing habitable space only, not entire ground floor area. Ordinance change will require this space to be a minimum depth of 25 feet .

	<ul style="list-style-type: none"> • If 100% of area is nonresidential use: 20 points • 75-99% of area is nonresidential use: 15 points • 50-74% of area is nonresidential use: 10 points
<p align="center">Affordable Housing</p> <p>The intent of this guideline is to promote more mixed income housing development and increase the supply of affordable housing units in the City.</p>	
Current Guideline	Proposed Guideline
<p>Points are based on the % of affordable units provided. Affordable units are restricted to persons making less than 80% of area median household income.</p> <p>Points awarded:</p> <ul style="list-style-type: none"> • More than 30% of units: 30 points • 20-30% of units: 20 points • 10-20% of units: 10 points 	<p>One scale for % of units that are less than 80% of the AMI:</p> <ul style="list-style-type: none"> • More than 30% of units: 40 pts • 20-30% of units: 30 pts • 10-20% of units: 20 pts <p>10/6: Eliminated points for projects between 61% to 80% AMI.</p> <p>One scale for % of units that are less than 60% of the AMI:</p> <ul style="list-style-type: none"> • More than 30% of units: 50 points • 20-30% of units: 40 points • 10-20% of units: 20 points
<p align="center">Sustainable Site and Open Space Design</p> <p>The purpose of this guideline is to encourage sustainable design features into a project. This guideline includes landscaped roofs, rooftop design, energy reduction features, sustainable storm water management practices, and other similar features as design principles that qualify for points.</p>	
Current Guideline	Proposed Guideline
Guideline allowed points for alternative energy (covered by other guidelines)	Alternative energy production removed from this guideline and placed in a separate guideline.
<p align="center">Green Building</p> <p>The Green Building guideline is intended to award projects that are voluntarily going through a certification process offered by an outside entity that measures building performance in terms of sustainability.</p>	
Current Guideline	Proposed Guideline
The current guidelines use ICC (International Code Council) green building standards. This program was selected because it can be reviewed at time of building permit review. However, it is not widely known.	<ul style="list-style-type: none"> • The proposal switches to pre-certified LEED (Leadership in Energy and Environmental Design) with no change in points. • LEED is more widely known and includes a pre-certification process that is more in line with the City's approval process.
<p align="center">Energy Efficiency</p> <p>This guideline helps incentivize the use of alternative energy production and energy savings building systems.</p>	

Current Guideline	Proposed Guideline
The current guideline awards points based on the % of the buildings anticipated energy consumption is provided by alternative energy. This is difficult to determine on many projects and has not been used.	Allow points based on square feet of solar or geothermal heating/cooling because they can be measured prior to building being constructed and checked through permit and inspection process. 8/18: Preserve points for 100% (net-zero) and 50% renewable energy use. Added allowance for off-site renewable energy if able to demonstrate long-term commitment/contract.
<p align="center">360 Degree Architecture</p> <p>The purpose of this guideline is to incentivize the use of certain design features on multiple sides of buildings and discourage large, blank walls on the side and rear elevations of buildings.</p>	
Current Guideline	Proposed Guideline
The current guideline lists a number of things that define what 360 degree means. The points are awarded based on the number of sides of a building that contain the features.	Add dimensional requirements to each of the design features that qualify so that it is easier to determine whether or not the guideline has been included or not.
<p align="center">Building Materials</p> <p>This guideline incentivizes the use of higher quality building materials on street facing facades than what is required by the TSA zoning district. The TSA zoning district currently requires 80% of street facing, ground floors to be covered in high quality, durable building materials. (8/18: Increased to 90%) A new standard is being added that requires 50% of street facing, upper floors to use high quality building materials. On a 6 story building, this could result in approximately 54% (8/18: 56% with proposed ground floor minimum) of an overall façade using high quality, durable building materials. This guideline awards points if the project exceeds the minimum requirements of the zoning ordinance.</p>	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Limited materials that qualified Low % of total street facing façade 	<ul style="list-style-type: none"> 15 points are available if more than 75% of the overall street facing façade is clad in durable materials. 10 points are available if more than 65% of the overall street facing is clad in durable materials.
<p align="center">Rooftop Design</p> <p>This guideline is intended to add variety to the roof shapes of buildings and add interest to the skyline.</p>	
Current Guideline	Proposed Guideline
Awards points for roof top designs that include sloping roofs and other rooftop design features.	Clarify that a sloping roof has to be visible from a public street to qualify and cannot be hidden behind a parapet wall.
<p align="center">Eyes on the Street</p> <p>Windows, doors, and outdoor space on buildings tend to make public spaces safer and more inviting. This guideline is intended to incentivize building features that accomplish this.</p>	
Current Guideline	Proposed Guideline
The guideline lists but does not provide any dimensional requirements to qualify.	Add a minimum dimension for usable balconies and increase the total points from 10 to 15 .

	8/18: Dimension proposed is 6 ft depth, 30 sq ft.
Public Art The intent of this guideline is to increase the amount of art in the city that is visible to the public.	
Current Guideline	Proposed Guideline
The current guideline provides points based on the % of a project budget that is allocated for public art. This guideline has not been used and often times total project budget is difficult to determine until construction drawings are complete.	<ul style="list-style-type: none"> Allow points based on the number of public art pieces provided. Public art has to be visible from a public space. A maximum of 6 points are available.
Bicycle Amenities This guideline is intended to increase the bicycle infrastructure in buildings to encourage cycling in the City.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Provides points for providing a bike rack. The zoning ordinance has been changed since this guideline was created and now requires bike racks. 	<ul style="list-style-type: none"> Remove points for bike racks (required by ordinance) Add 30 points for a green bike station. 8/18: Green bike station points no longer proposed.
Access to Transit (8/18: Newly Proposed) This guideline is intended to encourage new development close to TRAX stations.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Current guidelines provide points simply for being located within certain distances of a TRAX station. 	<ul style="list-style-type: none"> Add points for providing transit passes to residents in multi-family developments for a period of 3 years from initial building occupancy. Verification will need to be provided through the Transportation division which manages transit pass program for City residents.
Midblock Walkways (8/18: Revised to Public Walkways Interior of the Block.) The purpose of this guideline is to encourage the creation of walkways, alleys, and small streets that break up the large city blocks and encourage more walking, biking, and alternative routes for vehicles.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> The current guideline is worth a limited number of points that do not incentivize providing a midblock walkway. The guideline does not indicate what the minimum width for a walkway should be. 	<ul style="list-style-type: none"> Add minimum widths and increase the points. 30 points would be available if a narrow alley or street is provided. 20 points if it is a walkway that is a minimum of 10 feet in width. <p>Changes to the TSA zoning district are going to require midblock walkways where the walkway is indicated in an adopted master plan or for developments that are more than 200 feet from an intersection.</p>

Parking	
The parking guideline was initially created to encourage structure parking versus surface parking. The guideline also included basic design guidelines to address the overall design of the structure.	
Current Guideline	Proposed Guideline
<p>Points are based on the % of total parking that is located in a parking structure or below grade.</p> <ul style="list-style-type: none"> • 100% of the parking is structured: 50 points • 75% of the parking is structured: 40 points • 50% of the parking is structured: 25 points. 	<ul style="list-style-type: none"> • Changed to parking structure design and % of parking structure wrapped by habitable space or that is wrapped in building materials similar to habitable portion of building. • The total available points are limited to 25. <p>Ordinance changes add design requirements for parking structures. This guideline will be above and beyond what is required by ordinance, but may not be necessary depending on the outcome of the proposed ordinance changes.</p>
Shared Parking (Newly Proposed Revision 8/18)	
This guideline was meant to incentivize projects that shared their parking.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> • Points available for sharing parking with other uses, based on approval from Board of Adjustment and specific sharing ratios allowed by the zoning ordinance. Spaces would be shared by two uses that have different peak demand periods. So a use with mostly weekend uses could share parking with a use that generally is only used on weekdays. 	<ul style="list-style-type: none"> • Proposed to remove guideline. These points have not been used by TSA developments and the allowances provided by the zoning ordinance have not generally been conducive to encouraging shared parking arrangements. • Existing allowance of off-site parking and low-required parking minimums in the TSA district make sharing parking possible without the special approvals that were required by this guideline.
Alternative Parking	
This guideline was meant to incentivize projects that provided parking for electric vehicles, scooters, and other alternative vehicles.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> • Points are available for providing any type of EV stations. <p>Since this guideline was adopted, the City started requiring all new projects to provide EV stations. The City Council is considering making changes so that an actual station is not required, but new buildings will be required to have the conduit and electrical capacity to provide stations.</p>	<ul style="list-style-type: none"> • Points provided based on type of EV charging stations. • EV stations with the capability of charging vehicles faster receive more points. • These changes are in response to the changes in City ordinance.
Parking Ratio	

This is a new guideline that is being proposed. This guideline is an alternative approach to incentivizing projects that provide less parking than what the market is currently providing in transit areas.	
Current Guideline	Proposed Guideline
This is a new guideline being added.	<ul style="list-style-type: none"> • Points based on the parking ratio of the project. • Residential components of a project receive 25 points if the parking provided is less than 1 stall per unit and 15 points if the ratio is between 1.25 stalls per unit and 1 stall per unit. • Non residential projects receive 25 points if the parking ratio is 2 or less stalls for every 1,000 square feet.

Changes to the Approval Process

8/18 Update: Current proposal is a two-tiered process. Administrative approval would require 125 points or more. Developments under 125 points will need to go through the Conditional Building and Site Design review process through the Planning Commission, as currently required for projects under 49 points.

The Planning Division is currently reviewing the point system based on the changes to the guidelines, outcomes of completed projects and identified issues with the current process. The current process creates a three tiered approval process:

0-49 points: Projects are required to be approved by the Planning Commission through the Conditional Building and Site Design (CBSD) review process.

50-99 points: Projects are required to be approved at an administrative public hearing that uses the CBSD review standards to determine if a project should be approved.

100+ points: Projects are approved “administratively” at the staff level.

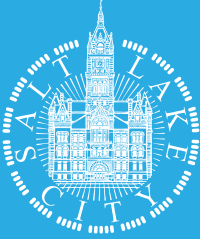
The proposed changes to the approval process include the following changes:

- Exempting single family, two family and three family dwellings from the approval process. These types of projects would not be subject to the development guidelines, but would be required to comply with all zoning regulations.
- Changing from a three tiered process to a two tiered process. The middle tier would be eliminated and projects would either be approved by the Planning Commission after a public hearing or at the staff level.
- Increasing the threshold for administrative approvals. A number of past projects are being re-evaluated based on the proposed changes to the guidelines outlined above. If the results of that evaluation indicate a change in threshold is warranted, a change will be proposed that is based on how the outcome of past projects may have changed and a change in citywide development goals. There are a number of options:
 - Leave the administrative approval threshold at 100.

- Increase the administrative approval threshold based on the results of the re-evaluation. The threshold should be set at a level that can be justified, such as a certain % above the median or mean score.

As of July 7, 2016, a total of 8 completed projects have been re-evaluated using draft alternative guideline scoring. The results are in the below table. The median value of the projects in the table is 100. The mean score is 119, but is heavily influenced by the Eco-Lofts project, which is the highest scoring project in the TSA scoring district. These numbers will be adjusted as other projects are re-evaluated.

Project	Old Score	New Score	Primary Reasons for change in score
Encore 455 East 400 South	151	84	Architecture: -15 Building materials -10 Emphasis on corner building -10 Structured parking: -50 Parking ratio: +15
Seasons on the Boulevard 448 East 400 South	132	83	360 Architecture: -20 Structured parking: -40 Parking ratio 1-1.25: +15
Eco Lofts 444 South 900 East	200	250	33% or more affordable housing: +20 Parking structure below grade: net change of -25 Parking ratio less than 1: +25
West Station Apartments 167 North Harold Street	111	89	360 degree architecture: -20 points
Family Dollar Store 50 North 900 West	103	100	Bike rack: -3
The Lofts at Gateway 400 West 300 North	120	114	Charging stations: -3 Plaza design: -3
North Temple Apartments 664 West North Temple	119	109	Parking structure design: net decrease of 15 Gained a few misc. points
Red Iguana 2 Expansion 872 W South Temple	130	120	360 degree architecture: -20 points Eyes on the Street: +10 points



Transit Station Area (TSA) Zoning District Improvements

TRANSIT STATION AREA ZONING DISTRICT IMPROVEMENTS INTRODUCTION

WHAT IS THE PROPOSAL?

A number of changes are being proposed to the TSA regulations to help achieve better development results and avoid issues that have been identified with recent developments in the zone.

WHY MAKE THE CHANGES?

The City Council, Planning Commission, and community members have identified issues with the current regulations. The City Council initiated a petition in June to review the regulations and propose changes to achieve better development results.

WHAT IS THE PROJECT TIMELINE?

August - Text Changes Brought to PC

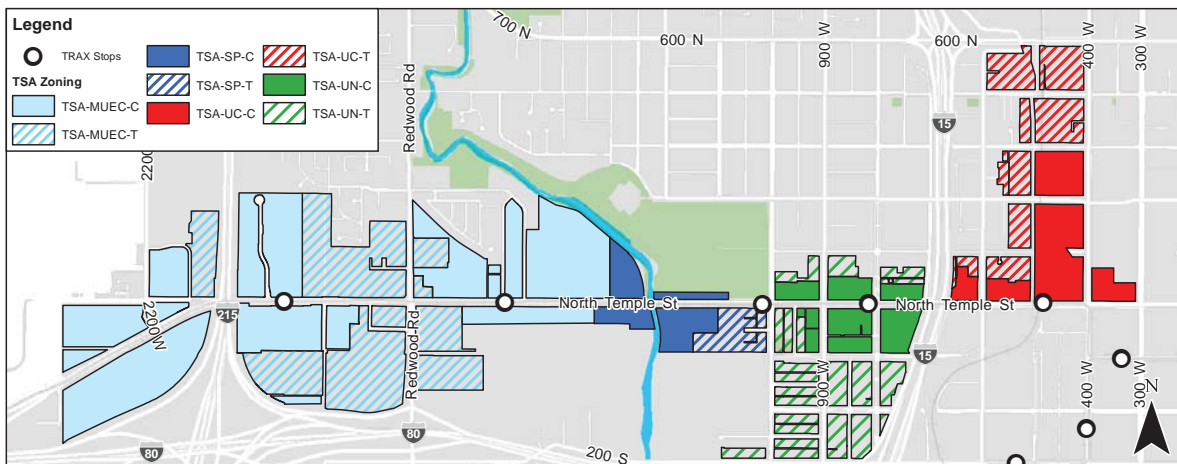
November - PC Recommendation

Dec. to Feb. 2017 - City Council Consideration

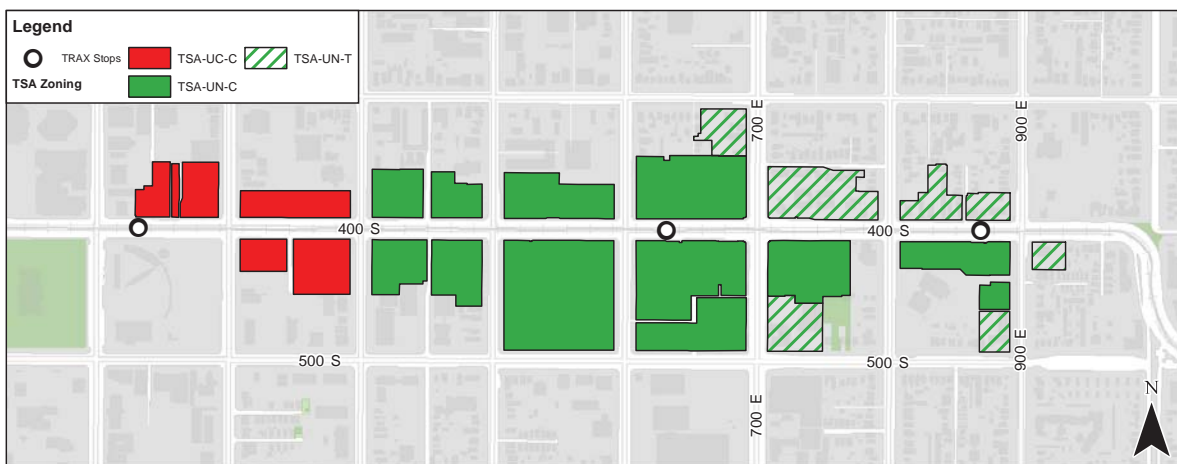


WHERE IS THE TSA DISTRICT LOCATED?

NORTH TEMPLE



400 SOUTH



WHAT DOES RECENT TSA DEVELOPMENT LOOK LIKE?

Encore Apartments
489 E 400 South



Seasons on the Boulevard Apartments
460 E 400 South



644 City Station Apartments
644 W North Temple



West Station Apartments
175 N Harold Street



Biomat USA
630 W North Temple



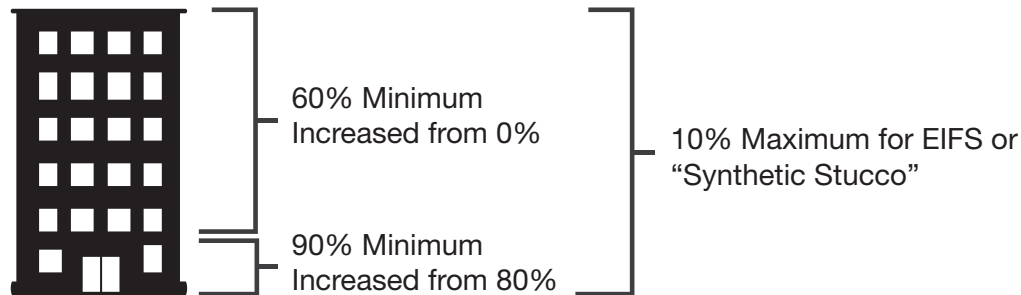
First Step House
440 S 500 East



PROPOSED CHANGES

BUILDING MATERIALS

Increase Use of High Quality, Durable Materials on Street Facing Facades



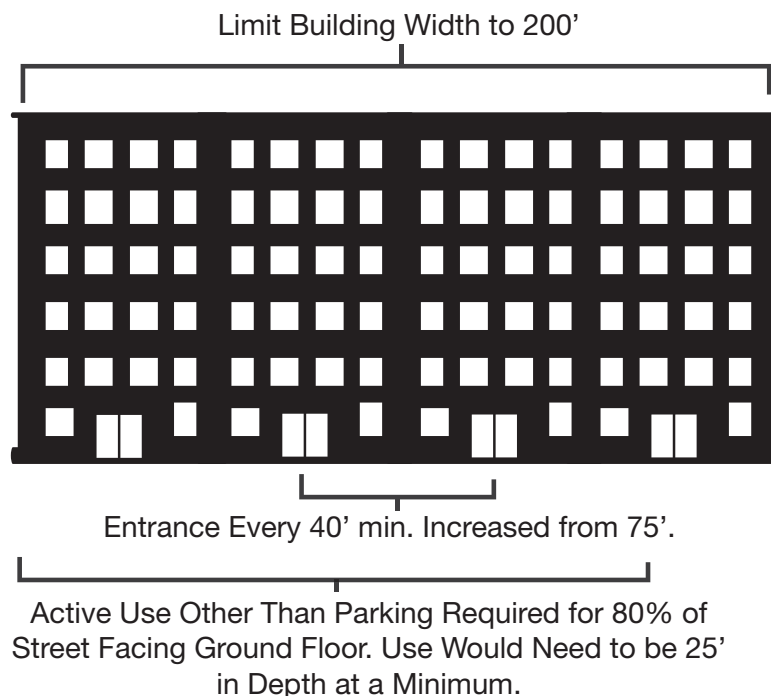
Acceptable Materials Include:

- Brick, textured/patterned concrete, cut stone, fiber cement products.
- Other materials may be approved by Zoning Administrator if similar in quality.

Development approval points would be available for buildings that exceed these minimums.

SCALE AND ACTIVITY

Reduce building scale and require ground floor activity along the street



Development approval points would be available for buildings that exceed these minimums.

- Building width could be modified through the Conditional Building and Site Design Review public process

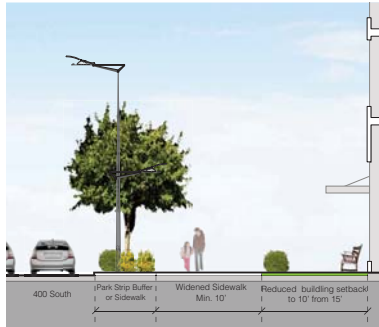
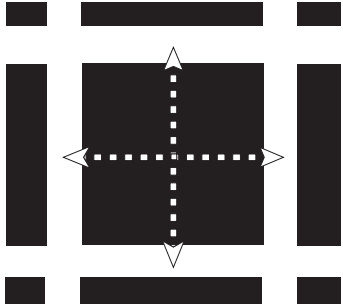
- On developments facing **North Temple** and **400 South** the required active use space would need to include commercial or live/work space. Alternatively, it could include residential if the shell space was built to commercial building standards that would allow conversion to commercial use in the future.
- 80% requirement could be modified to 60% through Conditional Building and Site Design Review public process



PROPOSED CHANGES

PEDESTRIAN IMPROVEMENTS

Improve pedestrian experience within TSA District



Require developments to provide midblock walkways when identified in a City Master Plan. Also increase amount of points available for providing midblock walkways.

- Reduce minimum building setback on 400 South to 10' to encourage pedestrian engagement
- Allow arbors, trellises, and canopies to be built in front yard
- Require additional landscaping, such as additional trees, if setback is greater than 10'
- Require specific entry features for building entrances, such as patios and canopies

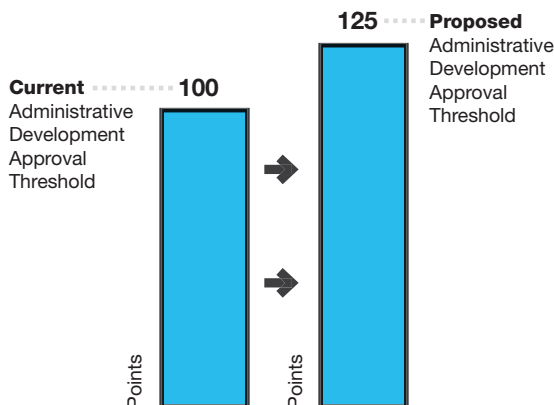
LAND USES

Clarify uses allowed in the zone

USE	UN	UC	MUEC
	P		
	P		P
	P		P
	P		P
	P		P

Convert land use table from a list of prohibited uses to a list of permitted uses. Most uses would remain allowed where currently allowed. The current "Prohibited Use Table" has caused confusion, as most zones use an "(Allowed) Permitted and Conditional Use" table.

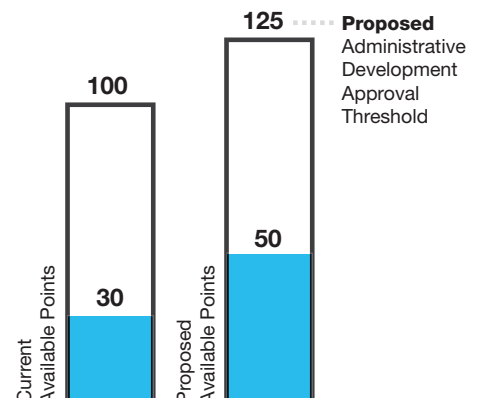
DEVELOPMENT GUIDELINES POINTS SYSTEM



Increase minimum points required for administrative development approval from 100 to 125 points to encourage higher quality development. Points are obtained by incorporating elements into developments that align with City wide goals, such as increasing the housing supply, providing midblock walkways, incorporating green building techniques, including sustainable energy production, or providing affordable housing into developments. Developments that don't reach the minimum 125 point threshold may only be approved by the Planning Commission.

AFFORDABILITY

Better incentivize providing affordable housing in transit areas



Increase the number of approval points available to projects that provide affordable housing to help encourage inclusion of affordable housing in new developments and align the points with other high priority guidelines. Affordable housing includes housing reserved for those making less than 60% area median income (AMI)



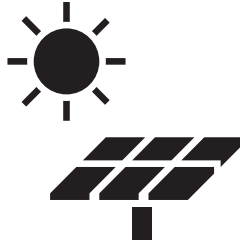
PROPOSED CHANGES

SUSTAINABILITY

Increase sustainability of development by increasing sustainability points available for project approval

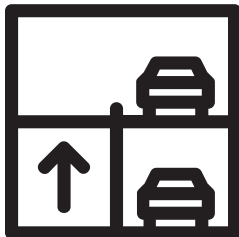


Change green building point standard from International Code Council to LEED. Points would be provided for levels of LEED certification

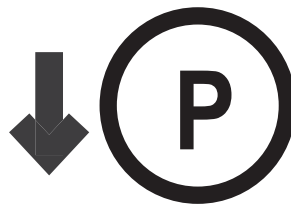


Provide points based on square footage of solar. This would replace energy offset calculation currently required for points. Additionally provide points for off-site solar use.

TRANSPORTATION



Change points available for providing structured parking to points for high quality structured parking design instead. Current developments have provided structured parking regardless of point incentives.



Add points for providing parking at a low dwelling unit to parking space ratio to encourage transit use.
Ex: 25 pts if parking is <1 stall per dwelling unit



Add points for providing free transit passes to residents of multi-family developments in order to encourage transit use.



Provide points for including high power (Level 2+) EV charging stations

OTHER CHANGES

Other small changes will be made to the design guidelines and zoning regulations. The Planning division may consider additional options as public input is received.



B. Transit Station Area District Zoning Code - Clean Draft

21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

- A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.
1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.
 2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods.
- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.
1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station and the Library Station.

2. Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.
 3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. Buildings are often large scale in nature and may have large footprints. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. Connectivity for all modes of travel is important due to the limited street network.
 4. Special Purpose Station (TSA-SP): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix of transit options. Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use.
- C. Review Process: The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference.
1. The following types of development are required to go through this review process:
 - a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or
 - b. Additions that increase the height of an existing building or change the existing roofline;
 - c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.
 - d. Single family detached dwellings and two family dwellings are not required to obtain a development score.
 2. Application Process Steps:

- a. Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.
- b. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.
- c. Public Noticing: A notice of application for a development review shall be provided in accordance with chapter 21A.10 of this title.
- d. Application Review: Table 21A.26.078C of this section summarizes the application review process. All applications shall be processed as follows:
- (1) Tier 1 Planning Commission Review: If a project is assigned a score less than 125 points, the project can only be approved by the planning commission through the Conditional Building and Site Design Review process in chapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative review process. If a project is subject to chapter 21A.59, the applicant must demonstrate that they generally comply with the standards in 21A.59, the purpose and intent of this chapter, and the general purpose and intent of the TSA development guidelines.
- (2) Tier 2 Administrative Review: The planning director has the authority to approve a project scoring 125 points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate design guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078C APPLICATION REVIEW

Development Score	Review Process
0 - 124 points	Planning Commission Conditional Building and Site Design Review process
125 or more points	Administrative review

- D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city's vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A "station area plan" is a development, land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the design guidelines and development incentives in the "Transit Station Area Development Guidelines" book, hereby adopted by reference. The "Transit Station Area Development Guidelines" shall be amended following the adopted procedures for zoning text amendments in [chapter 21A.50](#), "Amendments", of this title.
1. Formulating The Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. The development standards in subsection E of this section and the design standards in subsection F of this section shall be complied with by all projects and are not calculated in the development score.
 2. Project Review: A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.
 3. Appeals: The development score may be appealed. All appeals of the development score are heard by the Appeals Hearing Officer. In hearing the appeal, the Appeals Hearing Officer shall hold a public hearing in accordance with section [21A.10.030](#) of this title. In deciding the appeal, the Appeals Hearing Officer shall base its decision on its interpretation of the design guidelines and the development score.
- E. Development Standards:
1. Application: The dimensional requirements of this section apply to all new buildings and developments as well as additions to existing buildings. Additions that bring the property closer to compliance are allowed. The following development standards apply to the core and transition areas of all station types:
 2. Building Height: The minimum and maximum building heights are found in table [21A.26.078G2a](#), "Building Height Regulations", of this section. The following exceptions apply:

- a. The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least fifty percent (50%) of the width of the street facing building wall.
- b. Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title.

TABLE 21A.26.078G2a
BUILDING HEIGHT REGULATIONS

		Minimum Height ¹	Maximum Height
Urban center:			
	Core	40'	90' ²
	Transition	25'	60'
Urban neighborhood:			
	Core	25'	75'
	Transition	0'	50'
Mixed use employment center:			
	Core	25'	75'
	Transition	0'	60'
Special purpose:			
	Core	25'	75'
	Transition	0'	60'

Notes:

1. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The slope of the plan must have a minimum slope of a two feet rise over a 12 foot run. The additional height may include habitable space. The sloping planes must be clearly visible and create a sloped roof shape. The sloping planes shall not be hidden by a parapet wall.

3. Setbacks:

a. General Standards for Front/Corner Side Yards:

- (1) All portions of the yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped.
- (2) Parking, drive aisles or other paved areas for motor vehicles are prohibited.
- (3) Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.
- (4) Awnings, canopies, arbors, and trellises may be located within any portion of the yard and are not subject to the front or corner side yard restrictions in Table 21A.36.020B.
- (5) Balconies may project up to 2' into the required yards and are not subject to the front or corner side yard restrictions in Table 21A.36.020B.
- (5) All front and corner side yard standards in Table 21A.26.078.G2b may be modified through the Conditional Building and Site Design Review process of Chapter 21A.59, except that the front and corner side yard setback for 400 South shall not be reduced below the minimum.

b. TABLE 21A.26.078.G2b Setback Standards:

Property Frontage	Front/Corner Side Yard Setback	Side Yard	Rear Yard
400 South	<p>Minimum: 10', and at least 50% must be built to the minimum Maximum Setback: 20', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</p> <p>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.</p>	<p>Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height.</p>	
North Temple	<p>Minimum: 5', and at least 50% of the façade must be built to the minimum</p>		

	<p>Maximum: 15', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</p> <p>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.</p>	
300 South, 500 South, 600 East	Minimum: Equal to the average setback of other principal buildings on the same block face.	
Streets with Right-of- Way Width of 50 feet or Less with R- 1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street	<p>Minimum: 25% of lot depth, up to 25'.</p> <p>For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height.</p>	
All Other Streets	<p>Minimum: None</p> <p>At least 50% of the street facing building façade shall be within 5 feet of the front or corner side property line.</p>	

- c. Special Setback Provisions For Properties Adjacent To Jordan River: For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water line as defined in section [21A.34.130](#) of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a

maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.

4. Minimum Lot Area And Street Frontage Requirements:

TABLE 21A.26.078.F4 MINIMUM LOT AREA AND STREET FRONTAGE STANDARDS

Standard	Required Dimension
Minimum Lot Area	2,500 square feet
Minimum Street Frontage	40 feet

- a. The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.
 - b. Any legally existing lot may be developed without having to comply with the minimum lot size or frontage requirements.
 - c. Lots subdivided for single-family detached, single-family attached, and two-family residential dwellings are exempt from minimum lot width requirements.
5. Open Space: Open space shall be provided at a rate of 1 square foot for every 10 square feet of land area included in the development, up to 5,000 square feet for Core areas, and up to 2,500 square feet for Transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).
6. Circulation And Connectivity: Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.
- a. All parking lots shall comply with the standards in section [21A.44.020](#), "General Off Street Parking Regulations", of this title.
 - b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.
 - c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:
 - (1) The midblock walkway must be a minimum of ten (10) feet wide and include a minimum path that is a minimum of six (6) feet wide.

- (2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.

7. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

F. Design Standards:

1. Development shall comply with the design standards in Chapter 21A.37.
2. All developments required to obtain a review score by subsection 21A.26.078.A shall comply with the following additional design standards. These specific standards may be modified through the Conditional Building and Site Design Review process in Chapter 21A.59 if the modifications meets the intent of the specific design standard requested to be modified:

(A) EIFS Limitation: Use of Exterior Insulation and Finishing System (EIFS) is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS is allowed for up to 10% of the upper level street facing façades.

(B) Front yard requirements for yards greater than ten feet (10') in depth:

- (1) One shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.
- (2) At least 50% of the front yard or corner side yard shall be covered in live plant material. This percentage can be reduced to 30% if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least 50% of the provided front or corner side yard.

(C) Entry Feature Requirements: All building entries shall include at least one of the following features:

- (1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building façade;
- (2) A recessed entrance that is recessed at least five feet (5') from the street facing façade;
- (3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or
- (4) A stoop that is at least 2 feet above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.

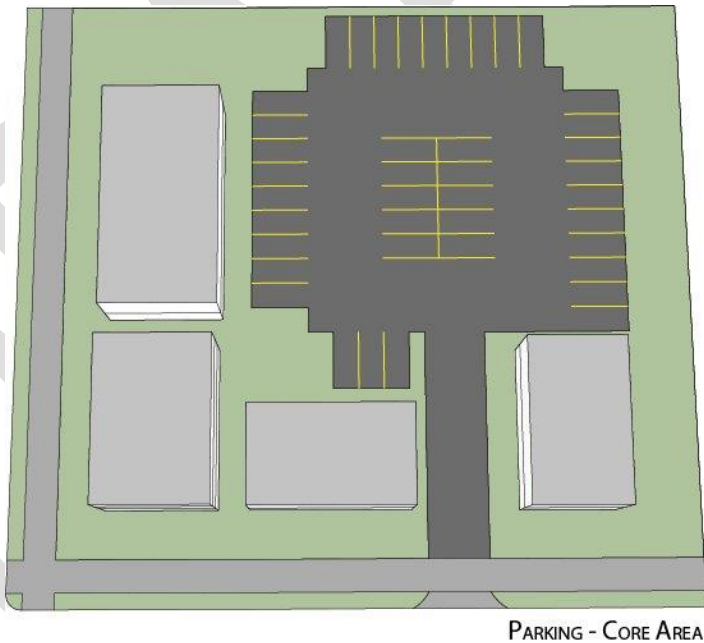
(STAFF NOTE: The current design standards from this section have been proposed to be removed from this chapter and incorporated into the proposed design standards of Chapter 21A.37.)

G. Ground Floor Activation:

1. Commercial Space Requirement for 400 South and North Temple Boulevard: When facing 400 South or North Temple Boulevard, the ground floor use area required by Chapter 21A.37 shall be built to accommodate an allowed commercial use. Live/work uses qualify as a commercial use for this subsection.

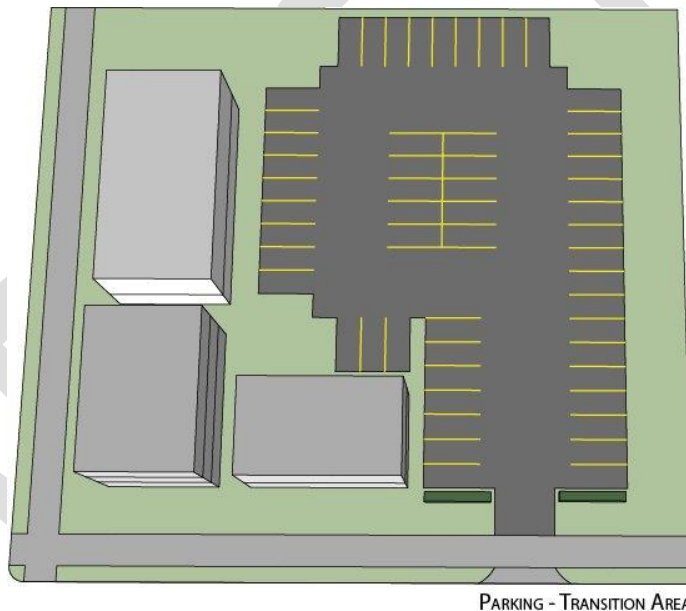
- a. Residential uses may be permitted within the required area in lieu of commercial uses, if the ground floor is designed so that it can be converted to a permitted commercial use in the future. To accommodate this conversion, the shell space of the ground floor shall be built to an occupancy standard required by the adopted building code that can accommodate conversion of the interior of the space to a future permitted commercial use.
 - b. The following additional requirements shall apply to the ground floor space if used for residential uses:
 - (1) The minimum ceiling to floor height of the ground floor shall be twelve feet (12') or the total shell space shall be at least fifteen feet (15') in height;
 - (2) The street facing façade of each ground floor residential unit shall be at least 60% glass;
 - (3) Each ground floor unit shall have a direct entrance from the sidewalk to the unit;
 - (4) Each ground floor unit shall be ADA accessible; and
 - (5) Each ground floor unit shall include a porch, patio, stoop or other entrance feature that is a minimum depth of at least five feet (5').
- H. Multiple Buildings On A Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained.
- I. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.
1. Surface Parking Lots On Corner Properties: On corner properties, surface parking lots and structures shall be located behind principal buildings or at least sixty feet (60') from a front and corner side lot lines. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.
 1. Surface Parking In The Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.
 - a. Requirements: When located to the side of a building, the parking lot shall be:

- (1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
 - (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
 - (3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in section [21A.44.020](#), table [21A.44.020](#) of this title.
- b. One Driveway And Drive Aisle Per Street Frontage: Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.



3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.
 - a. Requirements: When located to the side of a principal building, the parking lot shall be:

- (1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.



4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in [chapter 21A.48](#) of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.
5. Other Applicable Standards: All other standards in [chapter 21A.44](#), "Off Street Parking, Mobility And Loading", of this title shall apply.

J. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.

K. Developments Over Five Acres:

1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.
2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. All developments over 5 acres shall only be approved through the Conditional Building and Site Design Review process. Such developments must also obtain at least 125 points through the development score review. A separate development score is required for each new principal building in a development over five (5) acres.
 - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
 - (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
 - (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension. Ground floor building walls adjacent to a midblock walkway shall comply with the standards in Chapter 21A.37 that apply to ground floor building walls facing a public street..

- c. **Connectivity To Public Streets, Sidewalks, And Bicycle Lanes:** In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a "complete street" defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.
- d. **Vehicle Access:** Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.
- (1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.
 - (2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.
 - (3) No access drive shall be greater than twenty four feet (24') wide.
 - (4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- e. **Internal Circulation:** Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.
- (1) **Travel Lanes That Connect Parking Areas With A Public Street:** All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in section [21A.44.020](#) of this title.
 - (2) **Design Speed:** The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.
 - (3) **Future Access To Adjacent Properties And Rights Of Way:** All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.

- (4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
- (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
- (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.
- (7) Bicycle Paths: A coordinated system of bicycle paths should be provided.
- (8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- f. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in section [21A.44.020](#), table [21A.44.020](#) of this title.
- g. Open Space: In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.
 - (1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.
 - (2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.
- h. Landscaping: All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as

community gardens or other active open space until such time as development of that phase begins.

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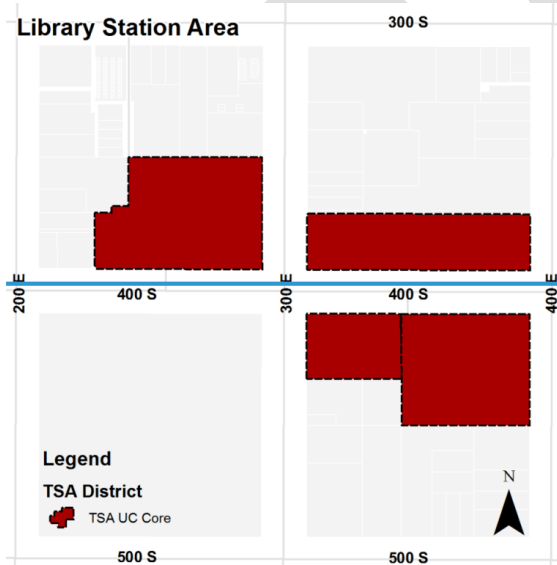
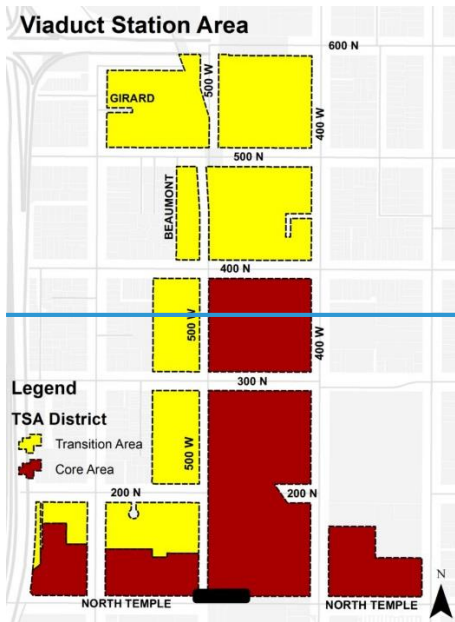
C. Transit Station Area District Zoning Code - Markup Draft

21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

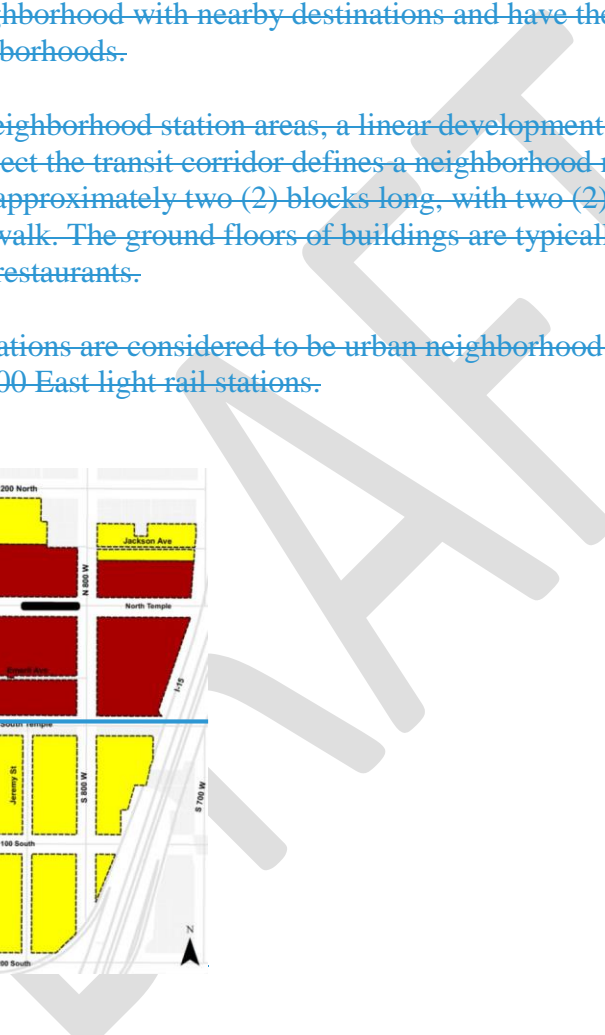
A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.

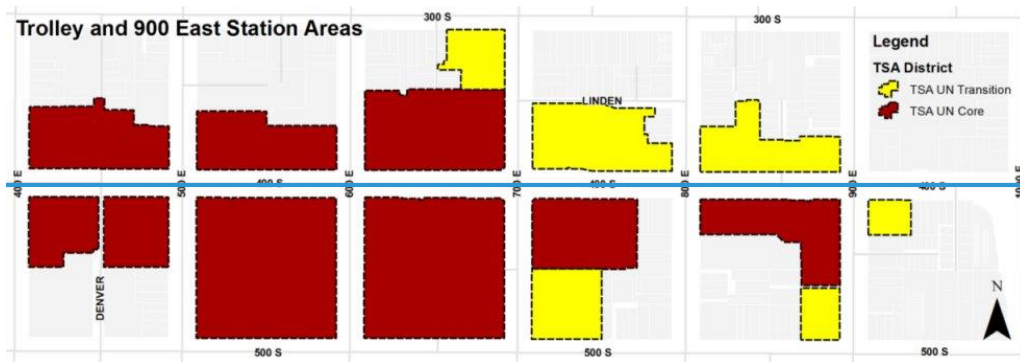
1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. ~~The core area is generally within a one-fourth ($\frac{1}{4}$) mile walk of a transit station platform.~~ The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. ~~Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.~~
2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. ~~Transition areas are generally located within one-half ($\frac{1}{2}$) mile from the station platform, but may vary based on the character of the area.~~ Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. ~~The minimum desired density is ten (10) dwelling units per acre.~~ Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. ~~Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.~~

- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. ~~Each station area typically will include a core area, where the most intense development will occur, and a transition area, which is intended to create a buffer area between the core and those areas with generally lower intensities and densities. Prior to classifying a transit station into a specific type, a specific area plan must be adopted by the city council prior to applying this zoning district to a geographic area. Only those stations that have an adopted plan that is supported by the regulations in this section will be classified.~~ Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.
1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. ~~The intensity level of the area is characterized by a twenty four (24) hour population, active streetscapes, defined street walls and the presence of multiple types of public transit or as a node where several rail transit lines converge. Development generally occurs on vacant parcels or through redevelopment of underutilized parcels. The station area has a compact, dense, interconnected and walkable development pattern. Large scale development occurs closer to the station platforms; and is scaled back as it gets closer to less intense areas. Building forms vary, but are typically oriented to the pedestrian, are multiple stories in height, and contain a horizontal and vertical mix of land uses. Buildings up to ten (10) stories in height are allowed in the core, while buildings in the transition zone are approximately half that size. The station area contains a number of regional attractions, such as destination retail, employment, dining and entertainment and a high level of pedestrian activity. A variety of dense housing options exist. Development includes civic amenities, such as public gathering places. Uses that help implement the vision for the station and that area commonly found in an intense urban area are appropriate.~~ The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station and the Library Station.

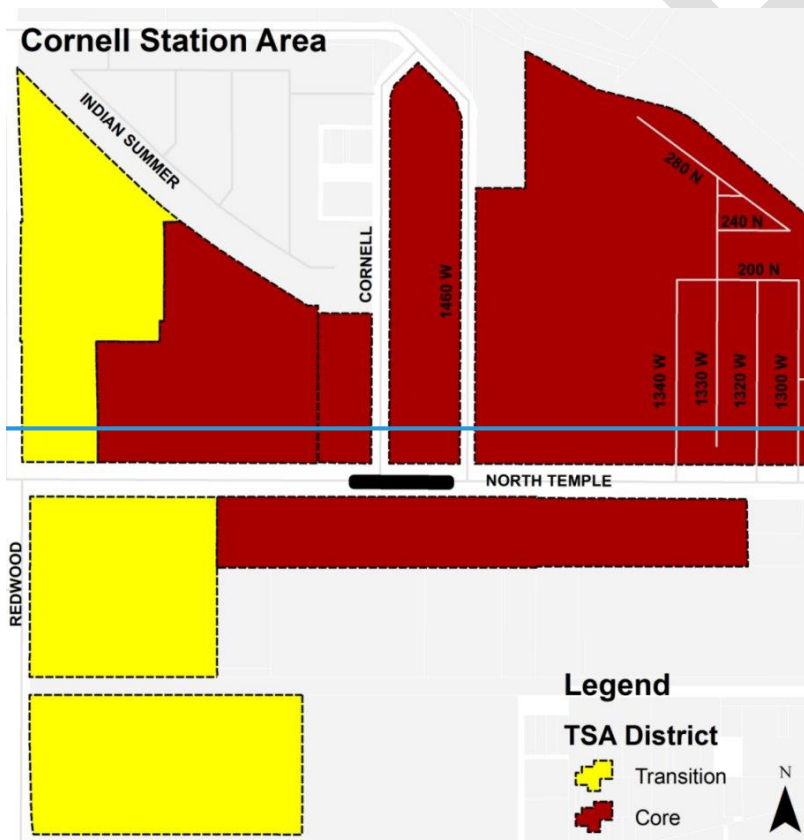
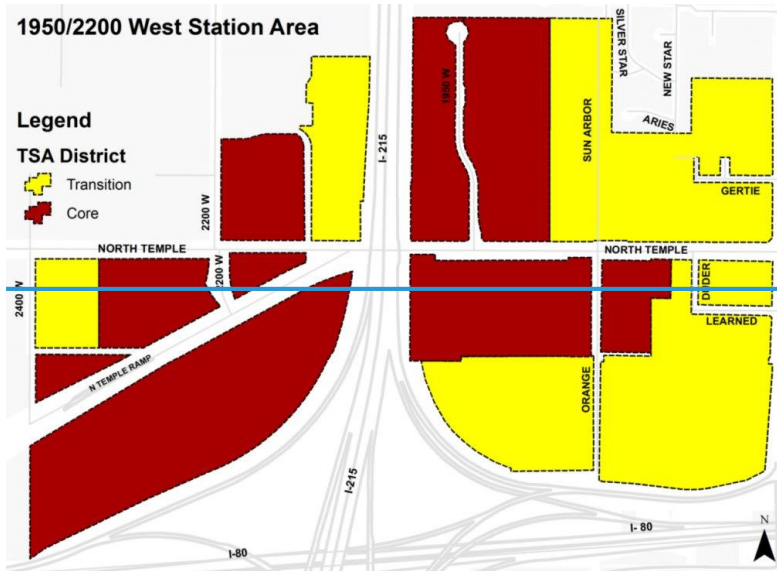


2. Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. ~~Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial changes may add density and intensity in compact~~



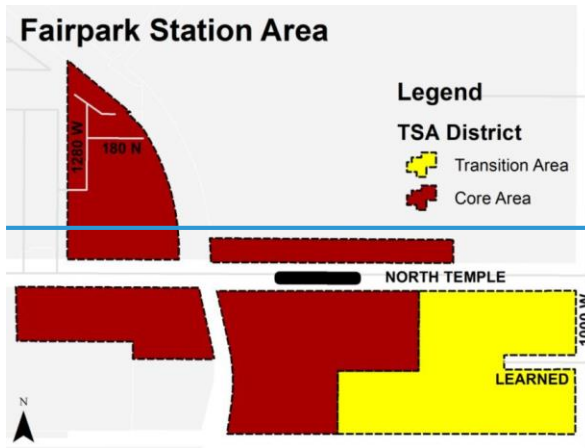


3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. ~~These areas generally start with a campus style development pattern and are dominated by a single type of use that generally employs a high number of people.~~ Buildings are often large scale in nature and may have large footprints. ~~New development occurs on vacant parcels. Redevelopment occurs on surface parking lots, underutilized land, or as additions to existing buildings as businesses expand. The primary mode of circulation is by automobile, but the area is served by at least two (2) types of mass transit which provides alternative modes of transportation for employees.~~ Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. ~~The area is likely to have large blocks and lacks a consistent street network. Connectivity for all modes of travel is important due to the limited street network. The following stations are considered to be mixed use employment center stations: 1950 West, 2200 West, and the Cornell light rail stations.~~



4. Special Purpose Station (TSA-SP): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix

of transit options, ~~usually light rail or bus. New development is limited due to the nature of the primary function of the area, but redevelopment of underutilized parcels is likely to occur.~~ Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use. ~~The following stations are considered to be special purpose stations: Fairpark light rail station.~~



C. Review Process: ~~The intent of the review process is to make the process for desirable development easy to realize in a relatively quick time frame. The review process focuses on building forms and their relationship to adjacent buildings, the public street, transit and other public spaces.~~ The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference. ~~The construction of new buildings require a development score.~~

1. The following types of development are required to go through this review process:

a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or

b. Additions that increase the height of an existing building or change the existing roofline;

c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.

d. Single family detached dwellings and two family dwellings are not required to obtain a development score.

12. Application Process Steps:-

a. Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.

2b. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.

c. Public Noticing: A notice of application for a development review shall be provided in accordance with chapter 21A.10 of this title.

3d. Application Review: Table 21A.26.078C of this section summarizes the application review process. All applications shall be processed as follows:

(1)a. Tier 1 Planning Commission Review: If a project is assigned a score less than 50-125 points, the project can only be approved by the planning commission through the eConditional Bbuilding and Ssite Ddesign rReview process in chapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative hearing-review process. If a project is subject to chapter 21A.59, the applicant must demonstrate that they generally comply with the standards in 21A.59, the purpose and intent of this chapter, and the general purpose and intent of the TSA development guidelines.

b. Tier 2 Administrative Hearing: A project that has a development score between 50 and 99 points is eligible for an administrative hearing. Any project being reviewed at an administrative hearing shall be reviewed using the standards found in section 21A.59.060, "Standards For Design Review", of this title.

(1) Notice And Posting Requirements: Notice of the administrative hearing shall be done in accordance with subsection 21A.10.020B1, "Conditional Building And Site Design Review", of this title.

~~(2) Administrative Hearing: After consideration of the information received from the applicant and any other interested party, the planning director, or designee may approve, approve with conditions, deny or refer the matter to the planning commission.~~

~~(3) Appeals Of Administrative Hearing Decision: Any person aggrieved by the decision made by the planning director or designee at an administrative hearing may appeal the decision to the Salt Lake City planning commission by filing notice of appeal within ten (10) days after the record of decision is published. The notice shall state the reason(s) for the appeal. Reason(s) for the appeal shall be based upon procedural error, the development score of the project or the criteria set forth in section 21A.59.060, "Standards For Design Review", of this title.~~

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e(2)-Tier 3-2 Administrative Review: The planning director has the authority to approve a project scoring ~~100-125~~ points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate design guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078C APPLICATION REVIEW

Development Score	Review Process
0 - 49-124 points	Planning C ommission C onditional B uilding and S ite D esign R eview process
50-99 points	Administrative hearing process
100-125 or more points	Administrative review

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city's vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A "station area plan" is a development, land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the design guidelines and development incentives in the "Transit Station Area Development Guidelines" book, hereby adopted by reference. The "Transit Station Area Development Guidelines" shall be amended following the adopted procedures for zoning text amendments in [chapter 21A.50](#), "Amendments", of this title. ~~Each design guideline is assigned a value.~~

1. Formulating The Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. ~~The planning director shall evaluate each project in the~~

~~transit station area zone and assign a development score.~~ The development standards in subsection ~~E~~G of this section and the design standards in subsection ~~J-F~~ of this section shall be complied with by all projects and are not calculated in the development score.

~~2. Using The Score: Every development is required to meet a minimum development score. The minimum score represents a percentage of the total points possible.~~

~~32.~~ Project Review: A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.

~~43.~~ Appeals: ~~An applicant may appeal the~~ The development score ~~may be appealed.~~ All appeals of the development score are heard by ~~to the planning commission~~ Appeals Hearing Officer. In hearing the appeal, the ~~planning commission~~ Appeals Hearing Officer shall hold a public hearing in accordance with section 21A.10.030 of this title. In deciding the appeal, the ~~planning commission~~ Appeals Hearing Officer shall base its decision on its interpretation of the design guidelines ~~and;~~ the development score, ~~and whether the project complies with the goals of the applicable station area plans and the purposes of the TSA zoning district.~~

~~E. Certificate Of Occupancy: Prior to issuing a certificate of occupancy, a project shall be inspected by the city to determine if the project substantially complies with the development score and, if applicable, any conditions of approval required by the planning commission, administrative hearing officer or planning director. If the project does not receive final approval at the inspection, the project must be brought into compliance with the development score and, if applicable, any conditions of approval required by the planning commission, administrative hearing officer or planning director.~~

~~F. Prohibited Uses: The intent of this section is to identify those land uses that are not compatible with transit-oriented development due to the nature of the use, the land requirements of the use, or the potential impacts of the use. Uses listed in table 21A.26.078F of this section and that have an "X" in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited. All other uses are permitted.~~

~~TABLE 21A.26.078F PROHIBITED USES~~

Use	Urban Center		Urban Neighborhood		Mixed-Use Employment Center		Special Purpose	
	Core	Transit	Core	Transit	Core	Transit	Core	Transit

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Airport—	X—	X—	X—	X—	X—	X—	X—	X—
Ambulance service (indoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Ambulance service (outdoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Amusement park—	X—	X—	X—	X—	X—	X—	-	-
Animal kennel—	X—	X—	X—	X—	-	-	-	-
Animal pound—	X—	X—	X—	X—	X—	X—	X—	X—
Animal, raising of furbearing animals—	X—	X—	X—	X—	X—	X—	X—	X—
Animal stable (private)—	X—	X—	X—	X—	X—	X—	X—	X—
Animal stable (public)—	X—	X—	X—	X—	X—	X—	-	-
Animal stockyard—	X—	X—	X—	X—	X—	X—	X—	X—
Auction (indoor)—	X—	X—	X—	X—	X—	X—	-	-
Auction (outdoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Blacksmith shop—	X—	X—	X—	X—	X—	X—	X—	X—
Bottling plant—	X—	X—	X—	X—	X—	X—	X—	X—
Building materials distribution—	X—	X—	X—	X—	X—	X—	X—	X—
Bus yards and repair facility—	X—	X—	X—	X—	X—	X—	X—	X—
Car wash—	X—	X—	X—	X—	X—	-	X—	X—

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Car wash as accessory use to gas station or convenience store that sells gas—	X—	X—	X—	X—	X—	X—	X—	X—
Cemetery—	X—	X—	X—	X—	X—	X—	X—	X—
Check cashing/payday loan business—	X—	X—	X—	X—	X—	X—	X—	X—
Chemical manufacturing and storage—	X—	X—	X—	X—	X—	X—	X—	X—
Commercial parking lots not located in a parking structure—	X—	X—	X—	X—	X—	-	X—	-
Community correction facility, large—	X—	X—	X—	X—	X—	X—	X—	X—
Community correction facility, small—	X—	X—	X—	X—	X—	X—	-	X—
Concrete manufacturing—	X—	X—	X—	X—	X—	X—	X—	X—
Contractor's yard/office—	X—	X—	X—	X—	X—	X—	X—	X—
Drop forge industry—	X—	X—	X—	X—	X—	X—	X—	X—
Dwelling, single family (detached)—	X—	-	X—	-	X—	-	X—	-
Equipment, heavy (rental, sales, service)—	X—	X—	X—	X—	X—	X—	X—	X—

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Equipment rental (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Explosives manufacturing and storage–	X–	X–	X–	X–	X–	X–	X–	X–
Extractive industries–	X–	X–	X–	X–	X–	X–	X–	X–
Financial institution, with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Flammable liquids or gases, heating fuel distribution and storage–	X–	X–	X–	X–	X–	X–	X–	X–
Food processing–	X–	X–	X–	X–	X–	-	X–	-
Gas stations–	X–	X–	X–	X–	X–	X–	X–	-
Heavy manufacturing–	X–	X–	X–	X–	X–	X–	X–	X–
Homeless shelters–	X–	X–	X–	X–	X–	X–	X–	X–
Impound lot–	X–	X–	X–	X–	X–	X–	X–	X–
Incinerator medical waste/hazardous waste–	X–	X–	X–	X–	X–	X–	X–	X–
Industrial assembly–	X–	X–	X–	X–	-	-	-	-
Jails–	X–	X–	X–	X–	X–	X–	X–	X–
Landfill–	X–	X–	X–	X–	X–	X–	X–	X–

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Limousine service (large)–	X–	X–	X–	X–	X–	X–	X–	X–
Limousine service (small)–	X–	X–	X–	X–	X–	X–	X–	X–
Manufactured/ mobile home sales and service–	X–	X–	X–	X–	X–	X–	X–	X–
Manufacturing and processing, food–	X–	X–	X–	-	-	-	-	-
Manufacturing, concrete or asphalt–	X–	X–	X–	X–	X–	X–	X–	X–
Manufacturing, light–	X–	X–	X–	X–	-	-	-	-
Package delivery facility–	X–	X–	X–	X–	X–	X–	X–	X–
Paint manufacturing–	X–	X–	X–	X–	X–	X–	X–	X–
Poultry farm or processing–	X–	X–	X–	X–	X–	X–	X–	X–
Printing plant–	X–	-	X–	X–	-	-	-	-
Railroad freight terminal facility–	X–	X–	X–	X–	X–	X–	X–	X–
Railroad repair shop–	X–	X–	X–	X–	X–	X–	X–	X–
Recreational vehicle park–	X–	X–	X–	X–	X–	X–	X–	X–
Recycling processing center (indoor)–	X–	X–	X–	X–	X–	X–	X–	X–

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Recycling processing center (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Refinery, petroleum products–	X–	X–	X–	X–	X–	X–	X–	X–
Restaurant with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Retail goods establishment with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Retail services establishment with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Reverse vending machines–	X–	X–	X–	X–	X–	X–	X–	X–
Rock, sand and gravel storage and distribution–	X–	X–	X–	X–	X–	X–	X–	X–
Sexually oriented business–	X–	X–	X–	X–	X–	X–	X–	X–
Sign painting/fabrication–	X–	X–	X–	X–	X–	X–	X–	X–
Slaughterhouse –	X–	X–	X–	X–	X–	X–	X–	X–
Stadium–	-	X–	-	X–	-	X–	-	-

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Storage, miniwarehouse -	X-	X-	X-	X-	X-	-	X-	-
Storage (outdoor)-	X-	X-	X-	X-	X-	X-	X-	X-
Storage, public (outdoor)-	X-	X-	X-	X-	X-	X-	X-	X-
Store, pawnshop-	X-	X-	X-	X-	X-	X-	X-	X-
Store, superstore and hypermarket-	X-	X-	X-	X-	X-	-	X-	-
Store, warehouse club-	X-	X-	X-	X-	X-	-	X-	-
Taxicab facility-	X-	X-	X-	X-	X-	X-	X-	X-
Theater, live performance-	-	X-	-	X-	-	X-	-	-
Theater, movie-	-	X-	-	X-	-	X-	-	X-
Tire distribution retail/wholesale -	-	X-	X-	X-	X-	X-	X-	X-
Transportation terminal, including bus, rail and trucking-	X-	X-	X-	X-	X-	X-	X-	X-
Truck freight terminal-	X-	X-	X-	X-	X-	X-	X-	X-
Truck stop-	X-	X-	X-	X-	X-	X-	X-	X-
Trucking, repair, storage,	X-	X-	X-	X-	X-	X-	X-	X-

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etc. associated with extractive industries—								
Utility, electric generation facility—	X	X	X	X	X	X	X	X
Utility, sewage treatment plant—	X	X	X	X	X	X	X	X
Utility, solid waste transfer station—	X	X	X	X	X	X	X	X
Vehicle, auction—	X	X	-	X	X	X	X	X
Vehicle, auto repair (major)—	X	X	X	X	X	X	X	X
Vehicle auto repair (minor)—	X	X	X	X	X	X	X	X
Vehicle, automobile and truck repair—	X	X	X	X	X	X	X	X
Vehicle, automobile and truck sales and rental (including large truck)—	X	X	X	X	X	X	X	X
Vehicle, automobile rental agency—	X	X	X	X	X	X	X	X
Vehicle automobile sales/rental and service (indoor)—	X	X	X	X	X	X	X	X
Vehicle, automobile	X	X	X	X	X	X	X	X

salvage and recycling (indoor)–								
Vehicle, automobile salvage and recycling (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, boat/recreational vehicle sales and service–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, truck repair (large)–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, truck sales and rental–	X–	X–	X–	X–	X–	X–	X–	X–
Warehouse–	X–	X–	X–	X–	X–	-	X–	-
Welding shops–	X–	X–	X–	X–	X–	X–	X–	X–
Wholesale distribution–	X–	X–	X–	X–	X–	-	X–	X–
Woodworking mill–	X–	X–	X–	-	X–	-	X–	-
Zoological park–	X–	X–	X–	X–	X–	X–	-	-

~~1. Existing Uses And Buildings: A use located within a station area legally existing at the time that this zoning district was adopted, but listed as a prohibited use in this subsection F, shall be considered a legal nonconforming use. A structure legally existing at the time this section was adopted, but not conforming to the standards in this chapter, shall be considered a legal noncomplying structure. Any legal nonconforming use or legal noncomplying structure is subject to chapter 21A.38 of this title.~~

GE. Development Standards:

~~1. Intent: The purpose of the following development standards is to promote an intense and efficient use of land at increased densities in the station areas. The development standards are intended to create a safe and pleasant environment near transit stations by encouraging~~

~~an intensive area of mixed use development and activities, pedestrian amenities and by limiting conflicts between vehicles and pedestrians. Development standards are intended to create a reasonably continuous building edge that defines the exterior spatial enclosure of the street or open space and protect adjacent low density residential zoning districts. With some exceptions, buildings line a street at or near the public right of way to the greatest extent possible.~~

21. Application: The dimensional requirements of this section apply to all new buildings and developments as well as additions to existing buildings. Additions that bring the property closer to compliance are allowed. The following development standards apply to the core and transition areas of all station types:

a2. Building Height: The minimum and maximum building heights are found in table 21A.26.078G2a, "Building Height Regulations", of this section. ~~Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development, and the composition of the urban form of the block. Minimum building heights in the core area relate to the width of the street, with a minimum ratio of one foot (1') of building height for every three feet (3') of street width. Building height is measured from the finished grade to the highest point of the building.~~ The following exceptions apply:

~~(1)a.~~ The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least ~~ten~~ fifty percent (~~54~~0%) of the width of the street facing building wall.

~~(2)~~ Elevator shafts, parapet walls, and other projections are permitted subject to subsection 21A.36.020C, "Height Exceptions", of this title.

~~(3)b.~~ Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title.

TABLE 21A.26.078G2a
BUILDING HEIGHT REGULATIONS

		Minimum Height ¹	Maximum Height
Urban center:			
	Core	<u>40'30'</u>	90' ²
	Transition	25'	60'

Urban neighborhood:			
	Core	25'	75'
	Transition	0'	50'
Mixed use employment center:			
	Core	25'	75'
	Transition	0'	60'
Special purpose:			
	Core	25'	75'
	Transition	0'	60'

Notes:

1. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. [The slope of the plan must have a minimum slope of a two feet rise over a 12 foot run.](#) The additional height may include habitable space. [The sloping planes must be clearly visible and create a sloped roof shape. The sloping planes shall not be hidden by a parapet wall.](#)

~~b3. Setbacks: Required building setbacks promote streetscapes that are consistent with the desired character of the street and various station typologies and its core and transition areas. Building setbacks create a safe environment that is inviting to pedestrians and transit users and maintain light, air and potential privacy for adjacent residential uses. In some instances, the setbacks limit the building envelope where the existing development pattern would be negatively impacted by taller buildings.~~

a. General Standards for Front/Corner Side Yards:

- (1) [All portions of the yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped.](#)
- (2) [Parking, drive aisles or other paved areas for motor vehicles are prohibited.](#)
- (3) [Walls up to three feet \(3'\) in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.](#)
- (4) [Awnings, canopies, arbors, and trellises may be located within any portion of the yard and are not subject to the front or corner side yard restrictions in Table 21A.36.020B.](#)
- (5) [Balconies may project up to 2' into the required yards and are not subject to the front or corner side yard restrictions in Table 21A.36.020.B.](#)
- (5) [All front and corner side yard standards in Table 21A.26.078.G2b may be modified through the Conditional Building and Site Design Review process of Chapter](#)

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21A.59, except that the front and corner side yard setback for 400 South shall not be reduced below the minimum.

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b. TABLE 21A.26.078.G2b Setback Standards:

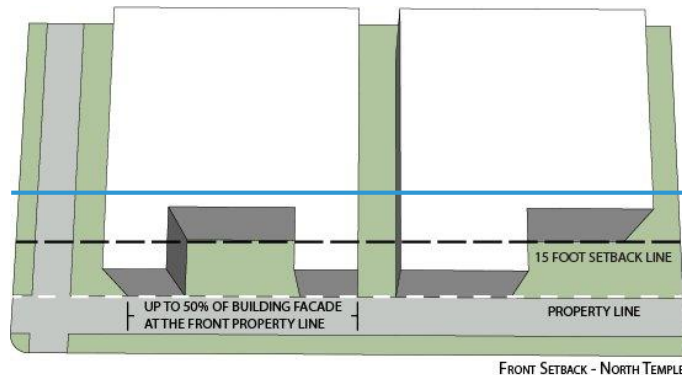
<u>Property Frontage</u>	<u>Front/Corner Side Yard Setback</u>	<u>Side Yard</u>	<u>Rear Yard</u>
<u>400 South</u>	<p><u>Minimum: 10', and at least 50% must be built to the minimum</u> <u>Maximum Setback: 20', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</u></p> <p><u>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.</u></p>	<u>Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height.</u>	
<u>North Temple</u>	<p><u>Minimum: 5', and at least 50% of the façade must be built to the minimum</u></p> <p><u>Maximum: 15', but may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.</u></p> <p><u>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.</u></p>		

<u>300 South, 500 South, 600 East</u>	<u>Minimum: Equal to the average setback of other principal buildings on the same block face.</u>
<u>Streets with Right-of- Way Width of 50 feet or Less with R- 1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street</u>	<u>Minimum: 25% of lot depth, up to 25'. For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height.</u>
<u>All Other Streets</u>	<u>Minimum: None At least 50% of the street facing building façade shall be within 5 feet of the front or corner side property line.</u>

~~(1) Front And Corner Yard Setback: Except as indicated below, there is no minimum setback. If a setback is provided, at least fifty percent (50%) of the street facing building facade shall be located within five feet (5') of the front property line unless a larger setback is required below. All portions of a front yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped. Parking, drive aisles or other paved areas for motor vehicles are prohibited. Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.~~

~~(A) North Temple Boulevard: The front yard setback along North Temple Boulevard shall be fifteen feet (15') for a minimum of fifty percent (50%) of the width of the street facing facade. Up to fifty percent (50%) of a street facing facade may encroach up to the front property line. In this case, the area not occupied by the building footprint must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar usable public space or use. Setbacks over fifteen feet (15') are not allowed. In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is~~

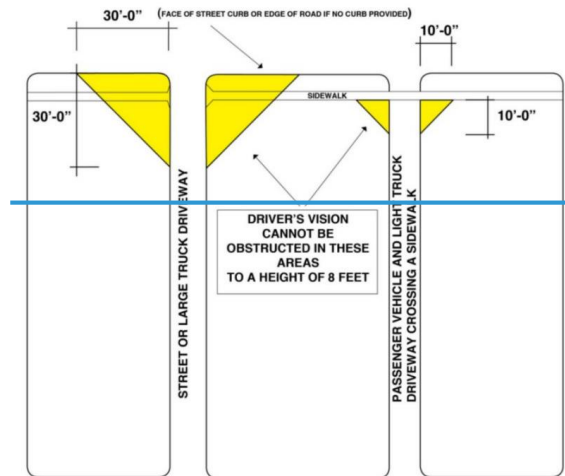
~~constructed or with additions that increase the gross building square footage by more than fifty percent (50%).~~



~~(B) 400 South/University Boulevard: The front yard setback along 400 South/University Boulevard shall be a minimum of fifteen feet (15'). In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is constructed or with additions that increase the gross building square footage by more than fifty percent (50%).~~

~~(C) Streets With A Right Of Way Of Fifty Feet Or Less: When located on a street with a right of way fifty feet (50') or less with an R-1, R-2, SR, RMF 30, RMF 35 or RMF 45 zoning district on either side of the street, a minimum setback of twenty five percent (25%) of the lot depth but no more than twenty five feet (25') is required. For buildings taller than twenty five feet (25'), the setback shall increase two feet (2') for every foot of height above twenty five feet (25') in height. Buildings may be stepped so taller portions of the building are farther away from the front property line.~~

SIGHT DISTANCE TRIANGLE



~~(D) Special Front Yard Setback Provisions For Properties That Front On 300 South, 500 South Or 600 East: For properties that front on 300 South, 500 South or 600 East, the front yard setback shall be equal to the average front yard setback for properties located along the same block face.~~

~~(2) Side Yard Setback:~~

~~(A) Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to subsection L of this section.~~

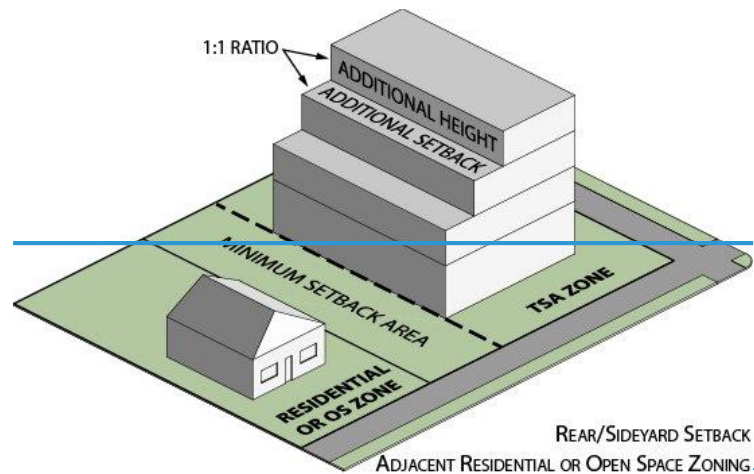
~~(B) Side yard setback when adjacent to certain zoning districts:~~

~~(i) Core Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF 30, RMF 35 or RMF 45 zoning district. The minimum side yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF 30, RMF 35 or RMF 45 zoning district is separated from a TSA zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA zoned property. Buildings may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~

~~(ii) Transition Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF 30, RMF 35 or RMF 45 zoning district. The minimum side yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF 30 or RMF 35 zoning district is separated from a TSA zoned property by an alley, the additional setback for height above twenty five feet (25') applies and~~

shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.

- (iii) ~~Side Yard Setback When Adjacent To All Other Districts: No minimum side yard required.~~



~~(3) Rear Yard Setback:~~

~~(A) Rear yard setback when adjacent to certain zoning districts:~~

- ~~(i) Core Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF 30, RMF 35 or RMF 45 zoning district. The minimum rear yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF 30, RMF 35 or RMF 45 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~
- ~~(ii) Transition Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF 30, RMF 35 or RMF 45 zoning district. The minimum rear yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF 30 or RMF 35 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear~~

~~property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~

~~(iii) Rear Yard Setback When Adjacent To All Other Districts: No minimum rear yard required.~~

~~(4)c.~~ Special Setback Provisions For Properties Adjacent To Jordan River: For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water line as defined in section 21A.34.130 of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.

~~e4.~~ Minimum Lot Area And Street Frontage Requirements:

TABLE 21A.26.078.F4 MINIMUM LOT AREA AND STREET FRONTAGE STANDARDS

<u>Standard</u>	<u>Required Dimension</u>
<u>Minimum Lot Area</u>	<u>2,500 square feet</u>
<u>Minimum Street Frontage</u>	<u>40 feet</u>

~~(1)a.~~ The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.

~~(2)b.~~ Any legally existing lot may be developed without having to comply with the minimum lot size or frontage requirements.

c. Lots subdivided for single-family detached, single-family attached, and two-family residential dwellings are exempt from minimum lot width requirements.

~~(3) The minimum lot area for all areas of the TSA zoning district is two thousand five hundred (2,500) square feet.~~

~~(4) All subdivisions of land or combination of parcels must have a minimum of forty feet (40') of street frontage.~~

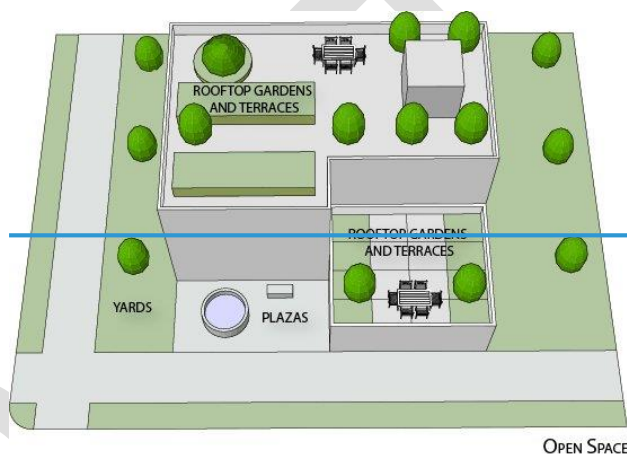
~~d5.~~ Open Space: In order to provide space for passive and active recreation, public and private use, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, open space is required for all new developments. Open space shall be provided at a rate of 1 square foot for every 10 square feet of land area included in the development, up to 5,000 square feet for Core areas, and up to 2,500 square feet for Transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and

terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).

(1) Core Area:

(A) Within the core area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity.

(B) A minimum of ten percent (10%) of the land area up to five thousand (5,000) square feet.



(2) Transition Area:

(A) Within the transition area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop gardens and terraces, community gardens and other similar types of amenities.

(B) The minimum open space requirement is ten percent (10%) of the land area up to two thousand five hundred (2,500) square feet.

(3) Access To Open Space: All required open space shall be accessible to the users of the building(s).

e6. Circulation And Connectivity: Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.

~~(4)~~a. All parking lots shall comply with the standards in section 21A.44.020, "General Off Street Parking Regulations", of this title.

~~(2)~~b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.

c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:

(1) The midblock walkway must be a minimum of ten (10) feet wide and include a minimum path that is a minimum of six (6) feet wide.

(2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.

7. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

H. Residential Densities:

1. Core area: No maximum.

2. Transition area: No maximum.

I. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

JF. Design Standards:

1. Development shall comply with the design standards in Chapter 21A.37.

2. All developments required to obtain a review score by subsection 21A.26.078.A shall comply with the following additional design standards. These specific standards may be modified through the Conditional Building and Site Design Review process in Chapter 21A.59 if the modifications meets the intent of the specific design standard requested to be modified:

(A) EIFS Limitation: Use of Exterior Insulation and Finishing System (EIFS) is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS is allowed for up to 10% of the upper level street facing facades.

▲(B) Front yard requirements for yards greater than ten feet (10') in depth:

(1) One shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater.

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(2) At least 50% of the front yard or corner side yard shall be covered in live plant material. This percentage can be reduced to 30% if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least 50% of the provided front or corner side yard.

(C) Entry Feature Requirements: All building entries shall include at least one of the following features:

(1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building façade;

(2) A recessed entrance that is recessed at least five feet (5') from the street facing façade;

(3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or

(4) A stoop that is at least 2 feet above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.

(STAFF NOTE: The current design standards from this section have been proposed to be removed from this chapter and incorporated into the proposed design standards of Chapter 21A.37.)

1. Purpose: Design standards create the fundamental characteristics of a transit oriented district and the basic design elements required for a successful transit station area. Design standards are intended to provide a safe and interesting walkable environment by connecting ground floor uses adjacent to the sidewalk areas, by encouraging the continuity of retail and service uses, providing surveillance opportunities on the street and public open spaces and framing the street by bringing portions of buildings up to the sidewalk. All buildings shall be designed for the context and character of the project and how they interact visually, functionally, and socially with the context of the public environment.

2. Application: The following design standards apply to all projects within the core and transition areas of all station area types:

a. Building Walls Adjacent To A Street: Street facing building facades shall provide architectural variety and scale. Changes in plane, color, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. Building walls parallel to a public street and greater than thirty feet (30') in length shall be broken up by architectural features such as bay windows, recessed entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature may be either recessed or project a minimum of twelve inches (12").



ARCHITECTURAL VARIETY AND SCALE

- b. ~~Ground Floor Building Materials: Other than ground windows and doors, eighty percent (80%) of the remaining ground floor wall area shall be clad in durable materials. Durable materials include brick, masonry, textured or patterned concrete and/or cut stone. Other materials may be used as accent or trim provided they cover twenty percent (20%) or less of the ground floor adjacent to a street.~~
- c. ~~Ground Floor Glass And Transparency: All street facing elevations of a development shall be designed so that the first floor street facing facade has at least sixty percent (60%) clear glass between three (3) and eight feet (8') above grade to allow pedestrians to view activities inside the building or lighted display windows. There must be visual clearance behind the glass for a minimum of two feet (2'). Three dimensional display windows at least two feet (2') deep are permitted and may be counted toward the sixty percent (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 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 not have less than sixty percent (60%) glass surfaces. The reflectivity in glass shall be limited to eighteen percent (18%) as defined by ASTA standards. The planning director may approve a modification to this requirement if the planning director finds:~~
- ~~(1) The requirement would negatively affect the historic character of the building, or~~
 - ~~(2) The requirement would negatively affect the structural stability of the building.~~
 - ~~(3) The ground level of the building is occupied by residential uses, in which case the sixty percent (60%) glass requirement may be reduced to forty percent (40%).~~

Any appeal of an administrative decision made pursuant to this subsection may be made to the planning commission.

- d. ~~Building Entrances: The intent of regulating building entrances is to promote security on the street and public spaces by providing frequent points of access and sources of activity. Functional entrances to nonresidential uses should be located at an average of seventy five feet (75') or less from one another. At least one operable building entrance per elevation facing a public street shall be provided. Each ground floor leasable space is required to have an operable entrance facing the street and a walkway to the sidewalk. If a plaza or open space is provided as part of the development, a minimum of one entrance opening onto the plaza or open space shall be provided. This entrance shall be counted toward the spacing of functional entrances identified in this section and may count as the primary entrance to the building. All street facing building entrances shall be functional entrances and shall not be limited to emergency or employee entrances.~~
- e. ~~Ground Floor Residential Uses: The interior floor elevation of ground floor residential units in the core area shall be a minimum of two feet (2') and a maximum of five feet (5') above grade. Dwelling units located on the ground floor and facing a public or private street shall have a minimum of one primary entrance facing the street in the core area. The facades of all buildings in the core and transition areas with ground floor residential uses shall feature elements that signal habitation such as windows, entrances, stairs, porches, bay windows, and balconies that are visible from the public street. Attached single family dwellings, townhomes, row houses, and other similar housing types shall have a primary entrance facing the street for each unit adjacent to a street. Units may have their primary entrance located on a courtyard, mid block walkway, or other similar area if the street facing facades have a primary entrance facing the street.~~
- f. ~~Parking Structures: The intent of regulating parking structures is to minimize the visual impact of the structure and the cars parking within it, and to reduce their impact on the ground floors adjacent to public sidewalks and streets. Parking structures are permitted within the core and transition areas provided:~~
- ~~(1) The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, residential leasing office, restaurant, etc. Parking is permitted behind the ground floor uses. If the ground floor does not include active use, then the structure must be set back behind a building or be a minimum of sixty feet (60') from a property line adjacent to a public street or sidewalk.~~
 - ~~(2) The levels of parking above the first level facing the front or corner side lot line shall have horizontal floors and/or facades and not sloped.~~

~~(3) The levels of parking above the second level shall be designed to effectively screen the vehicles so they are not readily visible from an adjacent street.~~

~~(4) Below grade parking structures for structures with ground floor residential uses may extend a maximum of five feet (5') above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).~~

~~g. Mechanical Equipment: All roof mounted mechanical and electrical equipment, communication antennas or dishes shall be enclosed, screened, organized, designed and located to be out of view from streets and public spaces. The parapet or enclosure shall be equal to or greater than the height of the equipment to be screened to reduce equipment noise and odors, and other impacts onto adjacent uses and maintain the integrity of overall architectural character and scale of the building. Mechanical equipment may be located on the ground provided it is behind the building, screened and not located in a required rear yard or side yard setback. Utility boxes are subject to section 21A.40.160, "Ground Mounted Utility Boxes", of this title.~~

~~h. Service Areas: Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot (1') higher than the object being screened. Dumpsters must be located a minimum of twenty five feet (25') from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building.~~

G. Ground Floor Activation:

1. Commercial Space Requirement for 400 South and North Temple Boulevard: When facing 400 South or North Temple Boulevard, the ground floor use area required by Chapter 21A.37 shall be built to accommodate an allowed commercial use. Live/work uses qualify as a commercial use for this subsection.

a. Residential uses may be permitted within the required area in lieu of commercial uses, if the ground floor is designed so that it can be converted to a permitted commercial use in the future. To accommodate this conversion, the shell space of the ground floor shall be built to an occupancy standard required by the adopted building code that can accommodate conversion of the interior of the space to a future permitted commercial use.

b. The following additional requirements shall apply to the ground floor space if used for residential uses:

(1) The minimum ceiling to floor height of the ground floor shall be twelve feet (12') or the total shell space shall be at least fifteen feet (15') in height;

(2) The street facing façade of each ground floor residential unit shall be at least 60% glass;

(3) Each ground floor unit shall have a direct entrance from the sidewalk to the unit;

(4) Each ground floor unit shall be ADA accessible; and

(5) Each ground floor unit shall include a porch, patio, stoop or other entrance feature that is a minimum depth of at least five feet (5').

Format

KH. Multiple Buildings On A Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained.

LI. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.

1. Surface Parking Lots ~~And Structures~~ On Corner Properties: On corner properties, surface parking lots and structures shall be located behind principal buildings or at least sixty feet (60') from a front and corner side lot lines. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

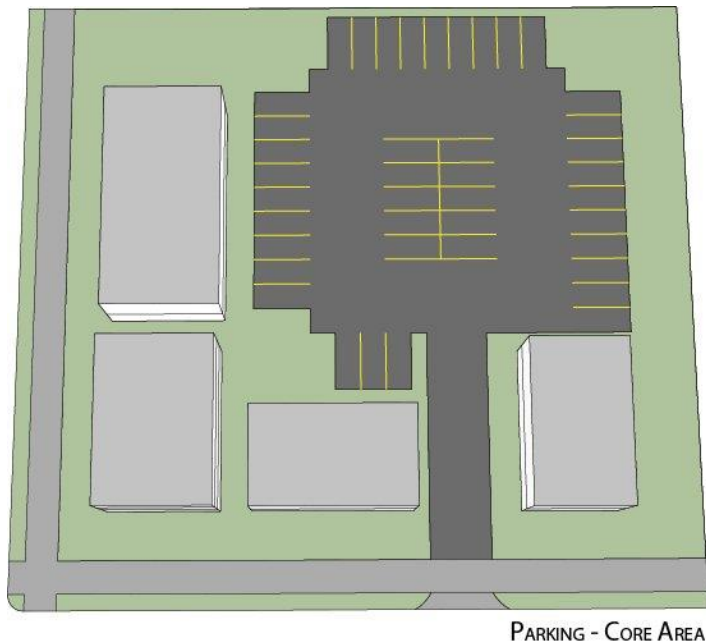
12. Surface Parking In The Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a building, the parking lot shall be:

- (1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
- (3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in section 21A.44.020, table 21A.44.020 of this title.

b. One Driveway And Drive Aisle Per Street Frontage: Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

~~c. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.~~

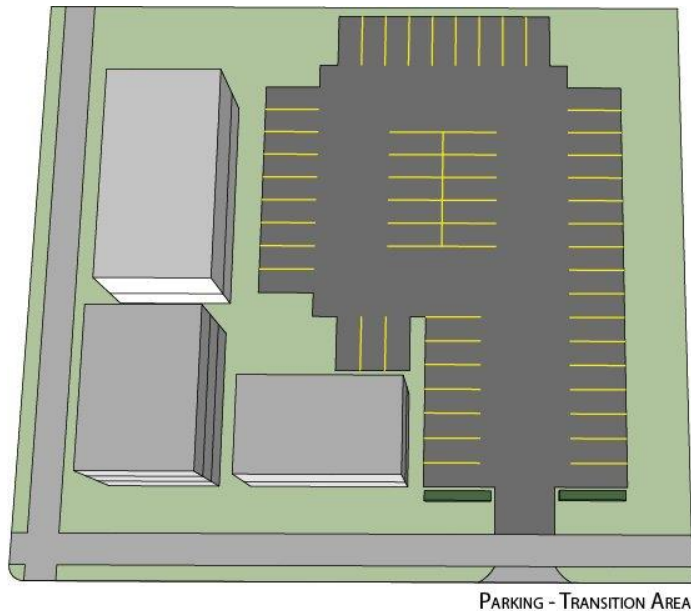


3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a principal building, the parking lot shall be:

- (1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.

~~b. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.~~



4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in [chapter 21A.48](#) of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.

~~5. Surface Parking Lots As The Principal Use: Surface parking lots that are the principal use are permitted in the TSA zoning district provided the following standards are complied with:~~

- ~~a. The surface parking lot does not have street frontage on the street where the fixed rail transit is located.~~
- ~~b. The surface parking lot is set back a minimum of fifteen feet (15') from any property line adjacent to a public street.~~
- ~~c. The parking area is screened by a wall or landscaping that is a minimum of thirty six inches (36") and a maximum of forty eight inches (48") tall.~~

56. Other Applicable Standards: All other standards in [chapter 21A.44](#), "Off Street Parking, Mobility And Loading", of this title shall apply.

MJ. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where

the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.

KN. Developments Over Five Acres:

1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.
2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. All developments over 5 acres shall only be approved through the Conditional Building and Site Design Review process. Such developments must also obtain at least 125 points through the development score review. A separate development score is required for each new principal building in a development over five (5) acres. A development over five (5) acres shall be subject to the applicable review process based on the lowest development score assigned to an individual building in the development.
 - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
 - (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
 - (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension. Ground floor building walls adjacent to a midblock walkway shall comply with the standards in Chapter 21A.37 that apply to ground floor building walls facing a public street. The standards in subsection J2 of this section apply to building walls adjacent to a mid-block walkway.

~~b. Housing Proximity To Transit: Developments that include housing should cluster the housing so a minimum of fifty percent (50%) of the housing is located within one-fourth ($\frac{1}{4}$) mile walking distance of a transit platform.~~

c. Connectivity To Public Streets, Sidewalks, And Bicycle Lanes: In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a "complete street" defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.

d. Vehicle Access: Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.

(1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.

(2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.

(3) No access drive shall be greater than twenty four feet (24') wide.

(4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

e. Internal Circulation: Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.

(1) Travel Lanes That Connect Parking Areas With A Public Street: All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in section [21A.44.020](#) of this title.

(2) Design Speed: The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.

- (3) Future Access To Adjacent Properties And Rights Of Way: All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
 - (4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
 - (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
 - (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.
 - (7) Bicycle Paths: A coordinated system of bicycle paths should be provided.
 - (8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- f. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in section [21A.44.020](#), table [21A.44.020](#) of this title.
- g. Open Space: In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.
- (1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.
 - (2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.

- h. Landscaping: All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.

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D. Land Use Table Draft - Clean Draft

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21A.33.035: TABLE OF PERMITTED AND CONDITIONAL USES FOR TRANSIT STATION AREA DISTRICTS:

Legend:	C =	Conditional	P =	Permitted
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Use	Permitted And Conditional Uses By District							
	TSA UC		TSA UN		TSA MUEC		TSA SP	
	C	T	C	T	C	T	C	T
Accessory use, except those that are specifically regulated elsewhere in this title	P	P	P	P	P	P	P	P
Adaptive reuse of a landmark site	P	P	P	P	P	P	P	P
Agricultural use	P	P	P	P	P	P	P	P
Alcohol:								
Brewery					P	P	P	P
Brewery, small	P	C	P	C	P	P	P	P
Brewpub (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Brewpub (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Dining club (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Dining club (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Distillery	P		P		P	P	P	C
Social club (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Social club (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Tavern (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Tavern (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C

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Winery	P		P		P	P	P	P
Amphitheater							C	C
Amusement park							C	C
Animal:								
Cremation service	P	P	P	P	P	P	P	P
Kennel					P	P	P	P
Pet cemetery ¹		P ¹		P ¹		P ¹		P ¹
Stable, public							P	P
Veterinary office	P	P	P	P	P	P	P	P
Antenna, communication tower	P	P	P	P	P	P	P	P
Antenna, communication tower, exceeding the maximum building height in the zone	C	C	C	C	C	C	C	C
Art gallery	P	P	P	P	P	P	P	P
Artisan Food Production	P	P	P	P	P	P	P	P
Auction (indoor)					P	P	P	P
Auditorium							P	P
Bakery, commercial	P		P		P	P	P	P
Bed and breakfast	P	P	P	P	P	P	P	P
Bed and breakfast inn	P	P	P	P	P	P	P	P
Bed and breakfast manor	P	P	P	P	P	P	P	P
Blood donation center	P	P	P	P	P	P	P	P
Botanical garden	P	P	P	P	P	P	P	P
Car wash						P		P
Car wash as accessory use to gas station or convenience store that sells gas						P		P
Clinic (medical, dental)	P	P	P	P	P	P	P	P

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Commercial Food Preparation	P		P		P	P	P	P
Community correctional facility, small ²							C ²	
Community garden	P	P	P	P	P	P	P	P
Convent/monastery	P	P	P	P	P	P	P	P
Convention center							C	C
Crematorium	P		P		P	P	P	P
Daycare center, adult	P	P	P	P	P	P	P	P
Daycare center, child	P	P	P	P	P	P	P	P
Daycare, registered home daycare or preschool	P	P	P	P	P	P	P	P
Dwelling:								
Artists' loft/studio	P	P	P	P	P	P	P	P
Assisted living facility (large)	P	P	P	P	P	P	P	P
Assisted living facility (small)	P	P	P	P	P	P	P	P
Group home (large) ³	P ³	P ³	P ³	P ³	P ³	P ³	P ³	P ³
Group home (small) ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴	P ⁴
Living quarter for caretaker or security guard	P	P	P	P	P	P	P	P
Manufactured home	P	P	P	P	P	P	P	P
Multi-family	P	P	P	P	P	P	P	P
Residential support (large) ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵	P ⁵
Residential support (small) ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶	P ⁶
Rooming (boarding) house	P	P	P	P	P	P	P	P
Single-family attached	P	P	P	P	P	P	P	P
Single-family detached		P		P		P		P
Single room occupancy	P	P	P	P	P	P	P	P
Twin home	P	P	P	P	P	P	P	P
Two-family	P	P	P	P	P	P	P	P

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Eleemosynary facility	P	P	P	P	P	P	P	P
Exhibition hall							C	C
Farm stand	P	P	P	P	P	P	P	P
Farmers' market	P	P	P	P	P	P	P	P
Financial institution	P	P	P	P	P	P	P	P
Financial institution with drive-through facility						P		P
Flea market (indoor)	P	P	P	P	P	P	P	P
Flea market (outdoor)							P	P
Food processing					P	P	P	P
Funeral home	P	P	P	P	P	P	P	P
Gas station						P		P
Government facility	P	P	P	P	P	P	P	P
Government facility requiring special design features for security purposes	P	P	P	P	P	P	P	P
Grain elevator					P	P	P	P
Greenhouse	P	P	P	P	P	P	P	P
Hospital, including accessory lodging facility	P	P	P	P	P	P	P	P
Hotel/motel	P	P	P	P	P	P	P	P
House museum in landmark sites (see subsection 21A.24.010 T of this title)	P	P	P	P	P	P	P	P
Industrial assembly					P	P	P	P
Laboratory (medical, dental, optical)	P	P	P	P	P	P	P	P

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Laboratory, testing					P	P	P	P
Large wind energy system								
Laundry, commercial					P	P		
Library	P	P	P	P	P	P	P	P
Light manufacturing					P	P	P	P
Meeting hall of membership organization	P	P	P	P	P	P	P	P
Mixed use development	P	P	P	P	P	P	P	P
Mobile food business (operation in public right of way)	P	P	P	P	P	P	P	P
Mobile food business (operating on private property)	P	P	P	P	P	P	P	P
Municipal service uses, including city utility uses and police and fire stations	P	P	P	P	P	P	P	P
Mobile food court	P		P		P	P	P	P
Museum	P	P	P	P	P	P	P	P
Nursing care facility	P	P	P	P	P	P	P	P
Office	P	P	P	P	P	P	P	P
Office, publishing company	P	P	P	P	P	P	P	P
Office, single practitioner medical, dental, and health	P	P	P	P	P	P	P	P
Offices and reception centers in landmark sites (see subsection 21A.24.010 T of this title)	P	P	P	P	P	P	P	P
Open space	P	P	P	P	P	P	P	P
Park	P	P	P	P	P	P	P	P
Parking:								
Commercial (if located in a parking structure)	P	P	P		P	P	P	P
Commercial (surface lot) ⁷						P ⁷		P ⁷
Off site ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷	P ⁷

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Park and ride lot ⁷						P ⁷		P ⁷
Park and ride lot shared with existing use						P		P
Performing arts production facility	P	P	P	P	P	P	P	P
Philanthropic use	P	P	P	P	P	P	P	P
Photo finishing lab	P	P	P	P	P	P	P	P
Place of worship	P	P	P	P	P	P	P	P
Printing plant		P			P	P	P	P
Railroad passenger station	P	P	P	P	P	P	P	P
Radio, television station	P		P		P	P	P	P
Reception center	P	P	P	P	P	P	P	P
Recreation (indoor)	P	P	P	P	P	P	P	P
Recreation (outdoor)	P	P	P	P	P	P	P	P
Recycling collection station	P	P	P	P	P	P	P	P
Research and development facility	P	P	P	P	P	P	P	P
Research facility (medical)	P	P	P	P	P	P	P	P
Restaurant	P	P	P	P	P	P	P	P
Retail goods establishment	P	P	P	P	P	P	P	P
Plant and garden shop with outdoor retail sales area	P	P	P	P	P	P	P	P
With drive-through facility								
Retail service establishment	P	P	P	P	P	P	P	P
Furniture repair shop	P	P	P	P	P	P	P	P
Sales and display (outdoor)	P	P	P	P	P	P	P	P
School:								
College or university	P	P	P	P	P	P	P	P

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	Music conservatory	P	P	P	P	P	P	P	P
	Professional and vocational	P	P	P	P	P	P	P	P
	Seminary and religious institute	P	P	P	P	P	P	P	P
	Seasonal farm stand	P	P	P	P	P	P	P	P
	Social service mission and charity dining hall	C	C	C	C	P	P	P	P
	Solar array					P	P	P	P
	Stadium	C		C		C	C	C	C
	Storage, self		P		P		P		P
	Store:								
	Convenience	P	P	P	P	P	P	P	P
	Department	P	P	P	P	P	P	P	P
	Mass merchandising	P	P	P	P	P	P	P	P
	Specialty	P	P	P	P	P	P	P	P
	Superstore and hypermarket						P		P
	Warehouse club						P		P
	Studio, art	P	P	P	P	P	P	P	P
	Studio, motion picture					P	P	P	P
	Theater, live performance ⁸	P ⁸	C ⁸	P ⁸	C ⁸	P ⁸	P ⁸	P ⁸	P ⁸
	Theater, movie	P		P		P	P	P	P
	Urban farm	P	P	P	P	P	P	P	P
	Utility, building or structure ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹
	Utility, transmission wire, line, pipe, or pole ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹	P ⁹
	Vehicle:								

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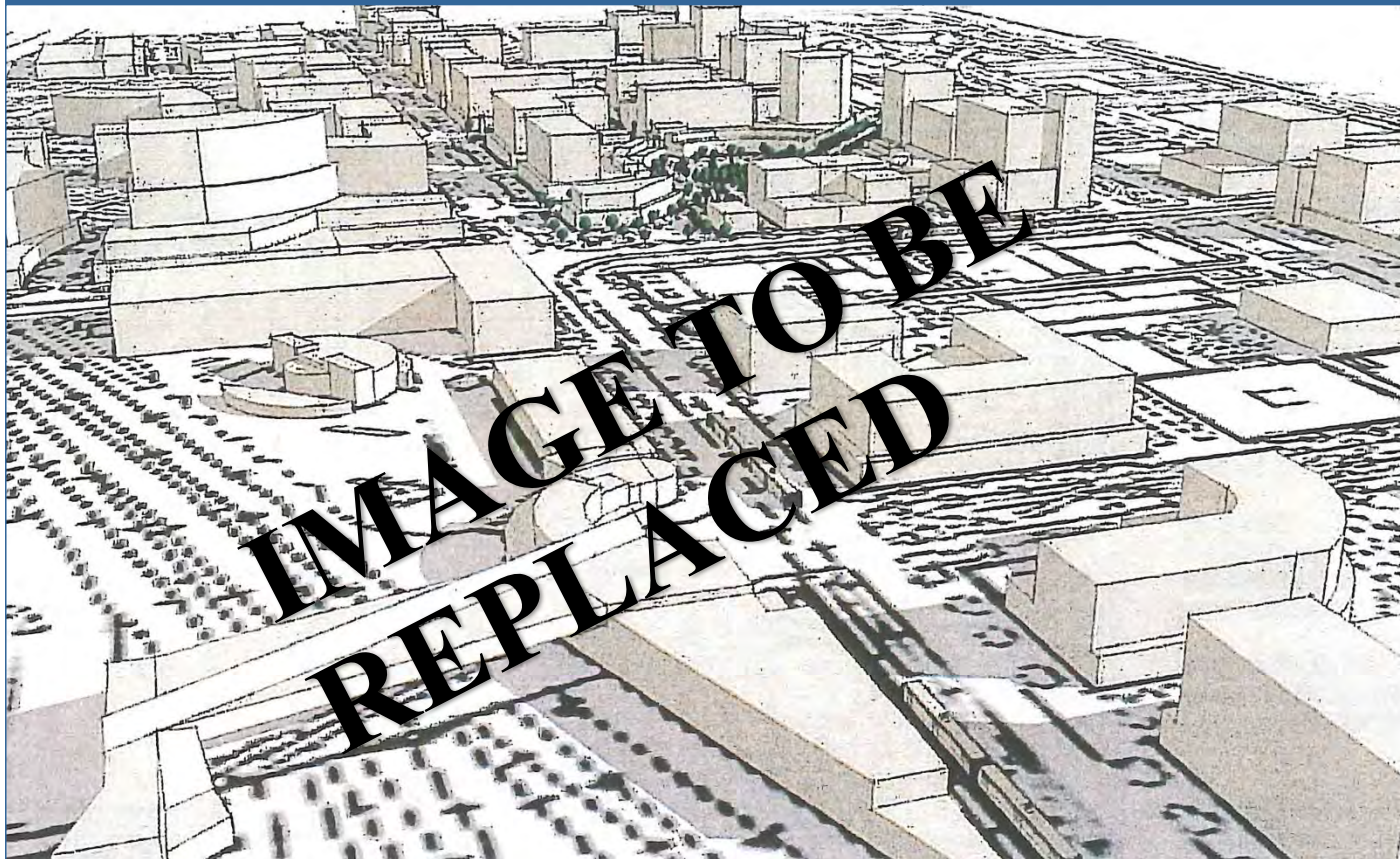
Automobile repair (minor)						P		P
Vending cart, private property	P	P	P	P	P	P	P	P
Warehouse						P		P
Wholesale distribution						P		
Wireless telecommunications facility (see section 21A.40.090 , table 21A.40.090E of this title)	P	P	P	P	P	P	P	P
Wireless telecommunications facility, exceeding the maximum building height of the zone(see section 21A.40.090 , table 21A.40.090E of this title)	C	C	C	C	C	C	C	C
Woodworking mill				P		P		P
Zoological park							C	C

Qualifying Provisions for Specific Land Uses:

1. “Pet Cemetery”: Subject to Salt Lake Valley health department approval.
2. “Community Correctional Facility, Small”: A community correctional facility is considered an institutional use and any such facility located within an airport noise overlay zone is subject to the land use and sound attenuation standards for institutional uses of the applicable airport overlay zone within chapter 21A.34 of this title.
3. “Group Home, Large”: No large group home shall be located within 800 feet of another group home.
4. “Group Home, Small.” No small group home shall be located within 800 feet of another group home.
5. “Residential Support (Large)”: No large residential support shall be located within 800 feet of another residential support.
6. “Residential Support (Small)”: No small residential support shall be located within 800 feet of another residential support.
7. Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.
8. “Theater, Live Performance”: Prohibited within 1,000 feet of a single- or two-family zoning district.
9. “Utilities, building or structure”, or “Utilities, transmission wire, line, pipe, or pole”: Subject to conformance to the provisions in subsection [21A.02.050B](#) of this title for utility regulations.

E. Transit Station Area Development Guidelines - Markup Draft

Transit Station Area Development Guidelines



DRAFT

October 6, 2016

Transit Station Area Development Guidelines

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Transit Station Area Development Guidelines

Development Around Transit Stations

Transit-oriented development (TOD) is more than simply a project next to a transit station and cannot be defined by a prescribed set of densities and mix of uses. True TOD is incorporated into the district or neighborhood surrounding the station. It is comprised of multiple new projects and existing developments. It includes a rich mix of choices and uses in a pattern of compact development and in a network of walkable streets, with access to transit neighborhood amenities with supporting design, and transportation choice.

Transit-oriented development ought to create unique places that are carefully integrated into the neighborhood and matched with the function of the station and the needs and desires of those who live and work nearby. The unique qualities of place within the context of the region and the corridor should drive the mix of use, residential density, building design and character of the district. All of these elements help create a sense of place, which may be as important to TOD as the transit service.

Transit stations provide an opportunity to create activity nodes within the City. The purpose of the Station Area Development Guidelines is to complement the TSA Zoning District regulations and implement the development principles identified in the Station Area Plans.

Transit Station Area Development Guidelines

Using These Guidelines

What are Development Guidelines?

Development Guidelines are a list of recommendations that should be used to guide new development within a transit station area. The guidelines are an integral part of the review process set forth in section 21A.26.078 TSA Transit Station Area Zoning District regulations. The intent of the Transit Station Area Development Guidelines is to reward high quality, desired development through the use of incentives (such as increased building height) and by allowing for a quicker review process.

How to use the Development Guidelines

These development guidelines are to be used by the City in the review process for each project located in the TSA zoning district. While the guidelines are voluntary, compliance with them entitles applicants to faster review and can guide new development and redevelopment towards implementing the vision in the station area plans. Designers and developers are encouraged to incorporate as many of the development guidelines as they reasonably can, which in turn will lessen the review process timeframe.

Each Guideline includes a value. The assigned value is based on several factors, including the importance of the guideline in terms of implementing the vision of a Station Area Plan or other applicable land use related policies of the City and the cost of addressing the guideline.

Development Guidelines should be addressed in all new projects. The Development Score is established by adding up the values of each guideline that has been incorporated into a project. Applicants have the ability to determine City review time of their proposal by achieving a high development score. This type of point and reward system allows desired development to be processed quicker.

The Development Guidelines are adopted by reference in the Transit Station Area Zoning District. The review process is outlined in the Zoning Ordinance. Any amendment to these guidelines should be reviewed as an amendment to the zoning ordinance. Any term in this document shall be defined as stated in Title 21A Zoning.

Submitting Required Information

An applicant is required to submit enough documentation with their Development Score application to verify that the proposal complies with the Development Guidelines they intend to use. This may include detailed site plans and building elevation drawings, lease agreements, precertification documents, legal agreements and approval from outside agencies, or any other documentation deemed necessary to determine if the project complies with the intent and specific requirements of each Development Guideline.

Transit Station Area Development Guidelines

Thresholds and Procedures

The Development Score Thresholds

The approval process for all new development in the TSA District is based on the development score. ~~A series of tiers has~~ Two tiers have been established, indicating which approval process is required. The higher the Development Score, the more streamlined the approval process.

Those projects that are in Tier 1 require Planning Commission approval through the Conditional Building and Site Design Review Process and standards. The purpose of the Conditional Building and Site Design Review Process is to provide flexible implementation of the specific design requirements found in individual zoning districts. It is intended to help ensure that newly developed properties and redeveloped properties are designed to encourage pedestrian access, circulation and orientation while acknowledging the need for transit and automobile access. This process also requires public input prior to scheduling a public hearing with the Planning Commission.

~~Projects that are in Tier 2 require an Administrative Hearing prior to an Administrative Decision. This process allows for a relatively quick review and approval process, but still requires a public hearing.~~

Projects that achieve a development score in Tier 3 ~~2~~ are rewarded by allowing administrative approval without a public hearing. Tier 3 ~~2~~ was established so that those projects that are highly compliant with the vision of a station area plan have a streamlined approval process.

The decision made in each Tier is subject to appeal as outlined in the Zoning Ordinance.

Review Process

Tier	Approval Process	Estimated Time Frame*
Tier 1 Projects with a development score less than 50 125 points	Planning Commission	3-6 months
Tier 2 Projects with a development score between 50 and 99 points	Administrative Hearing	1-3 months
Tier 3 2 Projects with a development score more than 100 <u>125</u> points	Administrative Review	No additional time required after Development Score

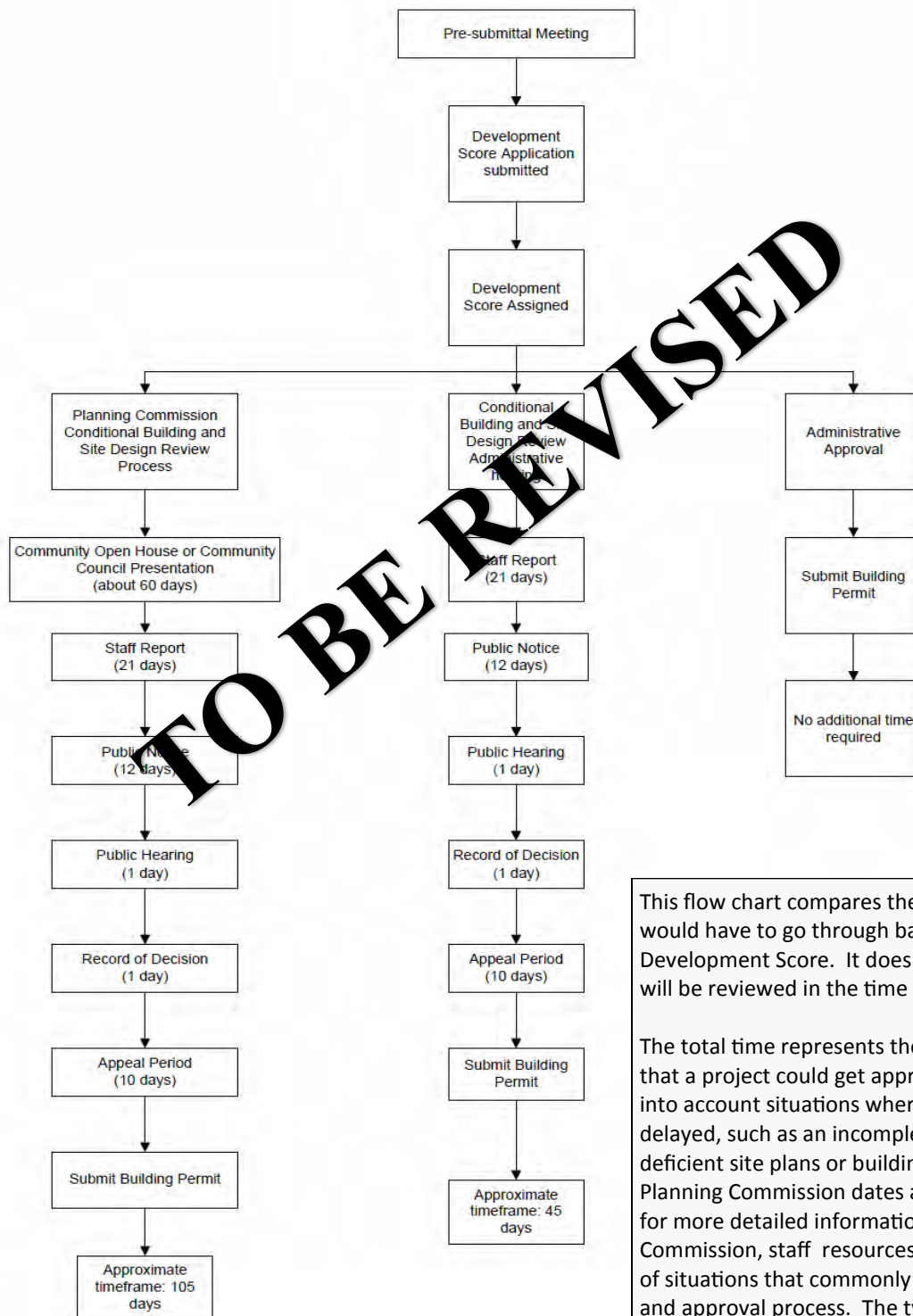
* The timeframes are estimates. Variables such as an incomplete application, lack of information, time until next available community council meeting or public hearing, and appeals may affect the estimated time frame for approval.

Certificates of Occupancy

In order to receive a certificate of occupancy, all projects are required to have an inspection verifying that the final building is substantially compliant with the assigned Development Score and/or any conditions of approval placed upon a project by the Planning Commission or Administrative Hearing Officer. This inspection shall take place at a point in the construction process where substantial completion of each Development Guideline incorporated into the project can be verified.

Transit Station Area Development Guidelines

Flowchart of the Review Process



This flow chart compares the process that a project would have to go through based on the Development Score. It does not guarantee a project will be reviewed in the time frame indicated.

The total time represents the fastest possible time that a project could get approved. It does not take into account situations where a project may be delayed, such as an incomplete application, deficient site plans or building elevations, the Planning Commission dates and schedule, a request for more detailed information from the Planning Commission, staff resources and other similar types of situations that commonly arise during the review and approval process. The typical approval process is 3-6 months.

Transit Station Area Development Guidelines

High Value Guidelines

The Station Area Plans include some policies and strategies that require bold steps to implement. These projects may implement specific elements of a station area plan or implement a City-wide goal, such as increasing the housing supply.

The Development Guidelines place a high value on certain guidelines and concepts that help the City achieve its long-range planning goals. By placing a value on these items, it creates an incentive for new development and redevelopment to accomplish the City's goals and the goals identified in specific Station Area Plans. The following guidelines, if included in a project, carry a high value:

- A project that can be pre-certified as LEED Platinum or comparable;
- A project that is capable of producing 100% of its energy needs on site or is utilizing other off-site green energy sources for 100% of its on site needs.
- A project that provides a midblock walkway through the interior of a block;
- An exterior alteration to a property located in a local historic district or designated as a local landmark that is reviewed and approved by the Historic Landmark Commission; or
- A project that provides affordable housing.
- ~~A project with 100% of its off street parking being located in an above grade parking structure;~~
- ~~A project with at least 75% of its off street parking requirement being located in an underground parking structure; or~~
- ~~A parking structure with 100% of the street facing facades being wrapped with habitable space.~~

Land Use Guidelines

Development within transit station areas requires a rich mix of uses that offer options for people to live, work, shop and play. The intent of the Land Use Development Guidelines is to create a reward system for new development and redevelopment projects that:

- Promote compact development by providing a certain residential density, maximize the ratio between floor area and lot area, and exceed the minimum requirements of the Zoning Ordinance.
- Include a vertical mix of land use;
- Provide some affordable housing in mixed income housing development;
- Provide ADA accessible dwelling units;
- Provide community serving land uses, day cares, schools, education facilities, community gardens, medical clinics and health and fitness centers; and
- Result in the redevelopment of surface parking lots to other land uses or structured parking.

1 DENSITY AND INTENSITY OF USE

Intensity of land uses should be maximized to implement the planning policies of a station area and to create a critical mass to support a rich mix of land uses and transportation options as well as increase the number of people walking, bicycling, and using public spaces.

A. Core Area Guidelines (points may only be obtained in one section)

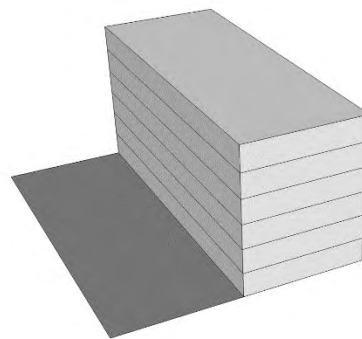
1. A project that meets at least one of the following requirements shall have 20 points added to its score:
 - a. More than 50 dwelling units per acre.
 - b. Buildings that are at least 80% of the allowable building height.
 - c. Buildings with a floor area ratio of 3 or more.
2. A project that meets at least one of the following requirements shall have 15 points added to its score:
 - a. More than 30 dwelling units per acre.
 - b. Buildings that are at least 70% of the allowable building height.
 - c. Buildings with a floor area ratio of 2 or more.
3. A project that meets at least one of the following requirements shall have 10 points added to its score:
 - a. More than 20 dwelling units per acre.
 - b. Buildings that are at least 60% of the allowable building height.
 - c. Buildings with a floor area ratio of 1 or more.



This four story multi-family residential project has a density of 100 dwelling units per acre and includes ground floor live-work space. The floor area ratio greater than 3.



This four story mixed-use project has a density of 47 dwelling units per acre and contains retail space on the ground level. The project, which includes surface parking, has a floor area ratio of 1.5.



This model demonstrates a floor area ratio of three. The six story building covers 1/2 of the lot area. A building that covered 100% of a lot would have to be three stories to have a floor area ratio of three.

1

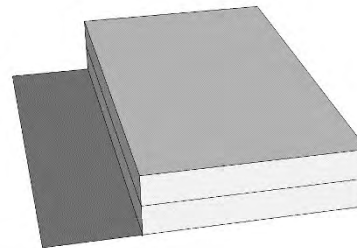
DENSITY AND INTENSITY OF USE *(continued)*

B. Transition Area Guidelines (points may only be obtained in one section)

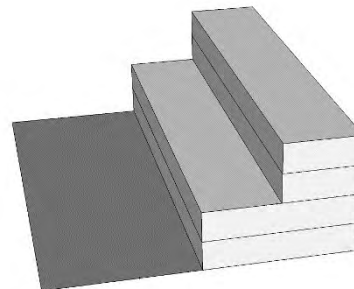
1. A project that meets at least one of the following requirements shall have 12 points added to its score:
 - a. More than 25 dwelling units per acre.
 - b. Buildings that are up to 80% of the allowable building height.
 - c. Buildings with a floor area ratio of 2 or more.
2. A project that meets at least one of the following requirements shall have 8 points added to its score:
 - a. More than 20 dwelling units per acre.
 - b. Buildings that are up to 70% of the allowable building height.
 - c. Buildings with a floor area ratio of 1.5 or more.
3. A project that meets at least one of the following requirements shall have 5 points added to its score:
 - a. More than 15 dwelling units per acre.
 - b. Buildings that are up to 60% of the allowable building height.
 - c. Buildings with a floor area ratio of 1 or more.



This single family attached residential project has a density of 18 dwelling units per acre. The floor to lot area ratio is 1.5.



In this model, a 2 story building occupies 3/4 of a lot. The floor to lot area ratio is 1.5.



This model demonstrates another example of a building with a floor to lot area ratio of 1.5. This four story building has 2 levels that occupy 1/2 of the lot area and two upper stories that occupy 1/4 of the lot area.

2 INTEGRATED MIX OF USES

Developments that include a vertical mix of uses are encouraged. A vertical mix of uses would include residential built above retail or office space, live-work units, office above retail or other similar arrangement where the use on the upper floors differs from the ground floor.

A. If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:

1. 100% - 20 points
2. 75 to 90% - 15 points.
3. 50 to 74% - 10 points.

4. A project that includes at least two uses that are different than existing uses on adjacent properties: 6 points.

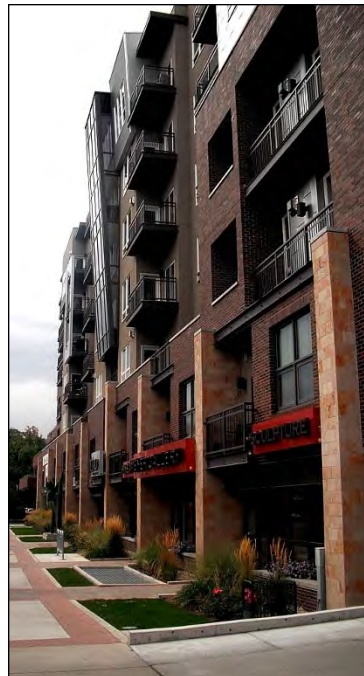
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



A vertical mix of uses helps create a vibrant, active and appealing transit oriented district.



This building contains live work space on the ground floor and second floor. Live work space is highly desirable because it allows people to live and work in the station area.



Ground floor uses should be active, oriented to the street and improve the overall quality of the streetscape.

3 MIXED INCOME HOUSING

Projects that include housing for a mix of income levels are encouraged. For the purpose of this incentive, mixed income housing is a project that includes market rate housing as well as affordable housing, which is no more than 60% of the area median household income. In order to obtain the points in this incentive, an applicant must include legally binding documentation that the affordable housing portion of the project will remain at that level for a period of at least 15 years.

A. A project that includes affordable housing available to those with 60% or less of the area median household income, for sale or lease, shall have the following number of points added to the development score:

1. 33% or more of the dwelling units: 50 points.
2. 20% or more of the total dwelling units: 40 points.
3. 10% or more of the dwelling units: 30 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



This affordable residential building provides dwelling units of various sizes to accommodate different household sizes.



This building consists of dwelling units that are available to individuals that have incomes that are 60% of the median household income in the area.

4 ACCESSIBLE DWELLING UNITS

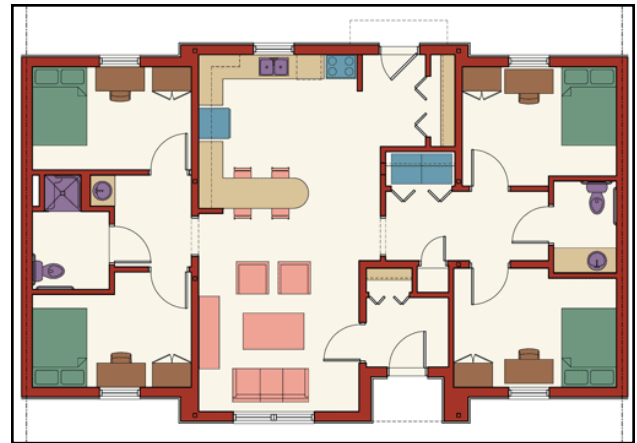
Projects that meet the minimum ADA requirements for accessible dwelling units are encouraged. Features of accessible dwelling units are intended to improve the physical and emotional health of individuals, enhance community diversity and reduce housing costs.

Applicants that seek to include this guideline towards the development score must submit documentation indicating compliance with federal ADA standards.

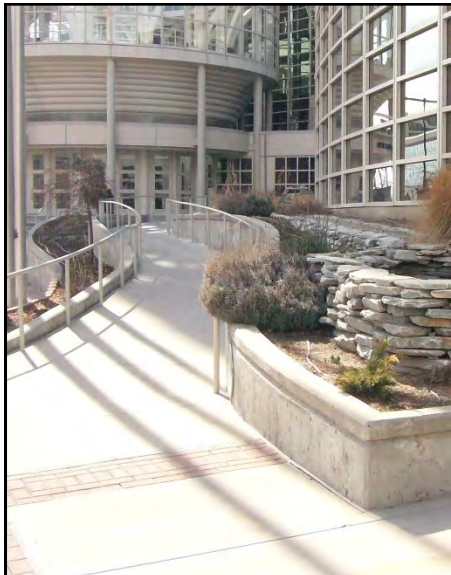
A. A project which includes dwelling units designed as ADA accessible shall have the following number of points added to the development score:

- At least 33% of the units: 8 points.
- At least 15% of the units: 5 points.
- At least 10% of the units: 3 points.

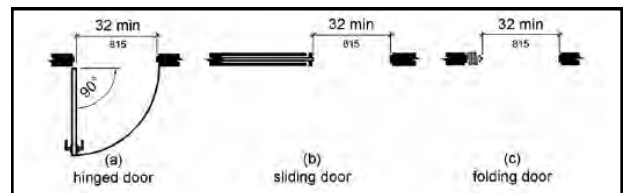
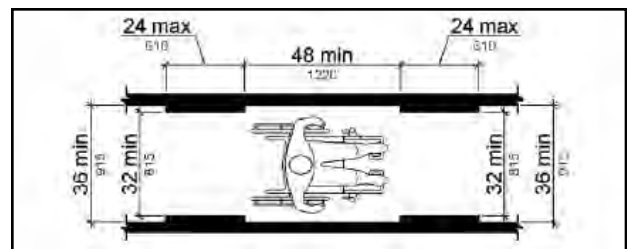
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Level and ramped entrances provides accessible access. This ramp provides safe, convenient access to the building directly from the sidewalk.



Accessible dwelling units typically include all amenities and features on a single level. Doors and hallways are required to meet minimum widths and counter and plumbing fixtures are set at lower heights.



5 COMMUNITY SERVING USES

Projects that provide space for community serving uses are encouraged. The following uses are considered community-serving uses: day cares, schools, education facilities, community gardens, medical clinics and health and fitness centers. Applicants seeking to include this guideline in the projects design score must provide legal documentation, such as lease agreements, to qualify. Those community serving uses that can be shown on a site plan, such as a playground, community garden, etc. shall be indicated on the submitted drawings. All community serving uses should be accessible to the public.

A. Projects that include community serving uses, shall have the following points added to their score:

1. A minimum of 1500 square feet: 15 points.
2. A minimum of 1000 square feet: 10 points.
3. A minimum of 500 square feet: 5 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Conveniently located day care facilities allow people to drop children off at facility that is close to transit, home or work.



Community gardens can be incorporated into the open space of a project or serve as a temporary use to an undeveloped site.

6

REDEVELOPMENT OF SURFACE PARKING LOTS

Converting surface parking lots to new, active uses encourages compact development and promotes walkable streets.

A. A project that includes the redevelopment of an existing surface parking lot to an active use or structured parking shall have the following number of points added to the development score:

1. 50% or more of the existing surface parking lot is covered by new buildings: 15 points.
2. 35% or more of the existing surface parking lot is covered by new buildings: 10 points.
3. 25% or more of the existing surface parking lot is covered by new buildings: 5 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The parking lot above was recently redeveloped into a mixed use building with residential on the upper floors and commercial space on the ground floor.



New surface parking lots are not permitted in a station area.

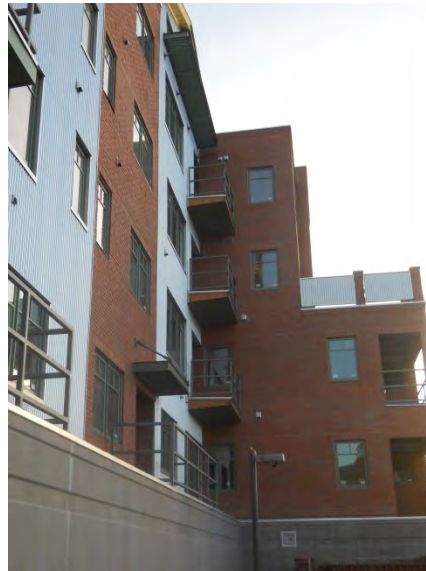
7 REDEVELOPMENT OF NONCONFORMING USES AND NONCOMPLYING BUILDINGS

Redevelopment or new development that replaces a nonconforming use with a permitted use in the TSA Zoning District or replaces a building that does not comply with the standards in the TSA zoning district is encouraged. The intent of this incentive is to encourage the removal of nonconforming uses near transit stations and replace them with uses that are more compatible with pedestrian and transit oriented developments and encourage the removal and replacement of buildings that do not meet the standards of the TSA zoning district.

A. A project that includes redevelopment of a site containing a nonconforming use or non-complying building shall have the following points added to its development score:

1. A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards: 10 points.
2. A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district: 5 points.

This guideline applies to the Core and Transition Area. These points do not apply to a project that negatively impacts a property within the H Historic Preservation Overlay District as determined by the Historic Landmark Commission.



This housing development was built on the site of a former surface parking lot. Surface parking lots as a primary use are considered nonconforming in the TSA zoning district.

8 REMOVAL OF BILLBOARDS

Although billboards are prohibited within the TSA zoning district, a number of billboards are present within the transit station areas. As part of redevelopment of properties, the removal of existing billboards is encouraged. Billboards often negatively impact the development potential of a property, primarily because a lease may include statements that prohibit blocking the view of the billboards which decreases the potential for redevelopment of the property.

A. A project that includes redevelopment of a site containing a billboard shall have the following points added to its development score:

1. An existing billboard is legally removed by the developer as part of a redevelopment project: 10 points.

This guideline applies to the Core and Transition Area



Billboards may lower the development potential of property.



Billboards can reduce the aesthetic quality of a well designed landscape.

Building and Site Design Guidelines

Building and site design are integral aspects of creating transit oriented districts and are essential parts of creating unique places. Developments are encouraged to create buildings that contribute to the look and feel of the district, and contribute to the overall safety and security of the neighborhood through:

- Implementing sustainable building, site, and open space concepts into the design of a project;
- Incorporating historic buildings into the design of a site;
- Including architectural details and elements on all sides of a building;
- Preserving and enhancing historical resources;
- Using high quality building materials that are durable, easy to maintain and functional;
- Adding variety, interest and activity to rooftops;
- Increasing the visibility from buildings onto public spaces through the use of windows, doors, balconies, etc.
- Using lighting to complement the architecture and site design of a project while improving the overall safety of sidewalks, walkways, public spaces, and parking areas;
- Integrating signs into the design of the building and the site so that they are visible from the sidewalk.

Private open spaces, as identified in the TSA zoning district, are encouraged to take into consideration sustainable design principles as they are planned and built. Renewable energy sources, water wise landscaping, storm water retention systems that are incorporated into the open space design, landscaped roofs, designs to reduce the heat island index of buildings and hardscape or similar measure that implements an adopted sustainable policy of the City qualify for this guideline.

A. A project that incorporates adopted sustainable policies of the City shall have the following points added to the development score:

1. The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City: 10 points.
2. The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline: 5 points.

This Guideline applies to the Core and Transition Area.



This rooftop garden helps reduce energy costs, reduces storm water runoff and provides places for people to gather.



Public spaces at transit stations should include amenities to make people feel comfortable, such as benches and shade.

10 GREEN BUILDING

Developments that utilize the US Green Building Councils® LEED® green building program process are encouraged. To qualify for these points, the applicant must submit documentation indicating that the design of the project has been certified through by the US Green Building Council.

- A. The following points will be awarded based on the level of LEED certification:
1. Platinum: 50 points.
 2. Gold: 40 points.
 3. Silver: 30 points.

This guideline applies to the Core and Transition Area. This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



11 ENERGY EFFICIENCY

Buildings that are designed with passive energy conservation systems, renewable energy sources and a focus on energy efficiency are encouraged. While zero-net energy buildings are difficult to plan and build, efforts to do so should be rewarded. All new buildings should be designed to be energy efficient. To qualify for the points in this guideline, documentation certified by a licensed engineer must be submitted.

- A. Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score:
1. The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 50 points.
 2. The project is certified as having 50% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 25 points.
 3. Solar array: 5 points for every 500 square feet of solar panels. Maximum of 20 points.
 4. Geothermal heating and cooling systems: 10 points.
 5. The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features. 5 points.

This Guideline applies to the Core and Transition Area.



Renewable energy sources can supplement, and may be able to provide 100% of the energy used to power a building.



This building uses overhangs on the windows to provide shade in the summer months, but maximize solar access in the winter.

12 360 DEGREE ARCHITECTURE

Buildings that face a transit station platform should incorporate architectural features, such as windows, projections, belt courses, changes in building material, pattern and other elements on all four sides of the building.

To qualify, each identified element is required to meet the following criteria:

- Windows: must account for at least 30% of the wall area and be inset a minimum of 2 inches from the exterior finish material.
 - Projections: must extend a minimum of 6 inches from exterior finish material.
 - Belt courses: must extend a minimum of 2 inches from adjacent building material.
 - Change in building material: must include an offset that is a minimum of 2 inches between materials.
 - Balconies: must be a minimum of 6 feet in depth and include at least 30 square feet. Mechanical equipment may not be located on a balcony.
 - Other elements: other elements may be used, provided they create offsets, projections, or change in material that are a minimum of 6 inches.
- A. A project that incorporates architecture features on building facades that are not adjacent to a street shall have the following number of points to the development score:
1. Architectural detailing is wrapped around all four sides: 20 points.
 2. Architectural detailing is wrapped around both side facades of a building, but not on the rear façade: 15 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Prominent cornices, belt courses, and a rhythm of voids (windows) to solids (walls) are included on the sides of these buildings that are not adjacent to a street but are still visible from public spaces.



Breaks in wall planes, balconies, change in material, projections and bays add visual interest to the back and side of this building.

13 HISTORIC PRESERVATION

Projects that preserve, rehabilitate, restore or reuse a structure, as defined by the Secretary of the Interior Standards, listed on the National Register of Historic Places or the Salt Lake City Register of Cultural Resources are encouraged.

The regulations and processes in Section 21A.34.020 of the Zoning Ordinance apply to any property in a locally designated historic district or listed on the Salt Lake City Register of Cultural Resources. A property listed on the National Register of Historic Places shall comply with the Secretary of Interiors Standards for preservation, rehabilitation or restoration in order to receive this incentive.

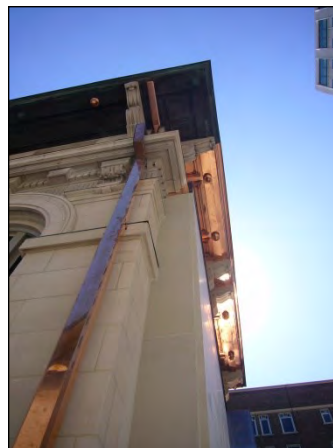
A. Projects that preserve, rehabilitate, restore, reuse a historic property or new construction that contributes to the character of a historic property or district shall have the following points added to the development score:

1. Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site: 40 points.
2. Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director: 20 points.
3. Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020: 5 points.
4. Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34. 50 points

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The life of historic buildings can be prolonged by regular maintenance and finding new uses to occupy the space.



Every effort should be made to preserve historic buildings. This picture shows the preservation of a historic structure where damaged or missing historic materials have been replaced with matching materials.

14 BUILDING MATERIALS

Exterior building materials should consist of durable, high quality materials that are easy to maintain. Durable, high quality materials include brick, stone, architectural cast or pre-cast concrete, cast stone, colored split or ground face concrete masonry units, and terra-cotta. The Zoning Administrator may approve other similar materials if they are durable, can hold up to the local climate, and are warranted for a period longer than 50 years. Exterior, insulated finishing systems are not eligible for points from this guideline. Materials should be compatible with the architecture of the building.

Projects that incorporate high quality, durable and low maintenance building materials shall have the following points added to its development score:

1. At least 75% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above: 20 points.
2. At least 65% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above: 15 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



High quality and durable buildings are encouraged.



Brick, stone and other materials are encouraged on the first floor of buildings.



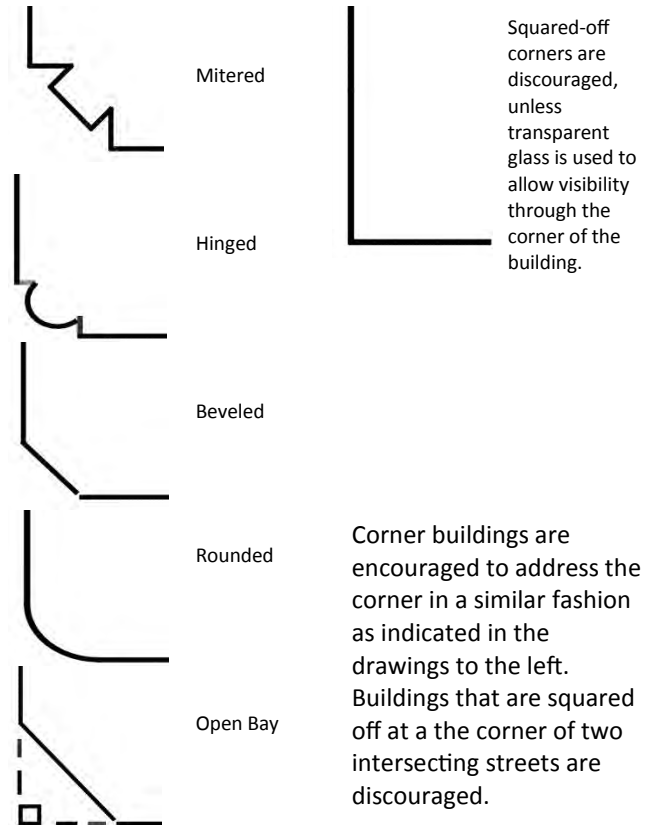
Synthetic stucco or exterior insulation and finishing systems (EIFS) are discouraged and do not qualify for this guideline.

15 CORNER BUILDINGS

Buildings on corner lots should be oriented to the corner and public streets. Corner entrances are encouraged. Corner buildings should have taller portions of the building and a high level of architectural design or detail.

- A. Buildings located on the corners of intersecting streets that address both streets shall have the following number of points added to the design score:
1. When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature: 10 points.
 2. ~~A corner building is designed with a visual emphasis placed on the corner to make the building more prominent. This may include additional height, a change in material, or change in architectural detail: 10 points~~

This guideline applies to the Core and Transition Area.



This building includes a building entrance on the corner.



This building uses a rounded corner to address the intersection.

16 ROOFTOP DESIGN AND USE

The design and shape of the roof of buildings help define the skyline and add variety and character to a station area. Active spaces on rooftops are preferred. Rooftop uses provide space for active use by building occupants and visitors and provide space for the location of renewable energy equipment, such as solar collection panels.

- A. A project that incorporates a rooftop use shall have the following points added to the design score:
1. A rooftop of a building is used as a common space for the building occupants. 6 points.
 2. A roof includes at least one of the following design features: 5 points
 - Two or more sloping planes that are visible from a public street.
 - An arched or barrel vaulted design.
 - A distinguishable cornice or parapet.
 - Overhangs that are a minimum of 12 inches in depth to create a shadow line.



Sloped roofs should be integrated into the architecture of the building. Sloped roofs should have a minimum pitch of 6/12.

Flat roof buildings should include parapets with variable height and/or changes in setback.

This Guideline applies to the Core and Transition Area.



When possible, rooftops are encouraged to include public or private outdoor space.

17 EYES ON THE STREET & PUBLIC SPACES

Increasing the ability for people to see the public streets and sidewalk areas creates an environment where people are comfortable and have a feeling of safety. Projects that include openings onto the street, plazas, mid-block walkways, and similar features are encouraged.

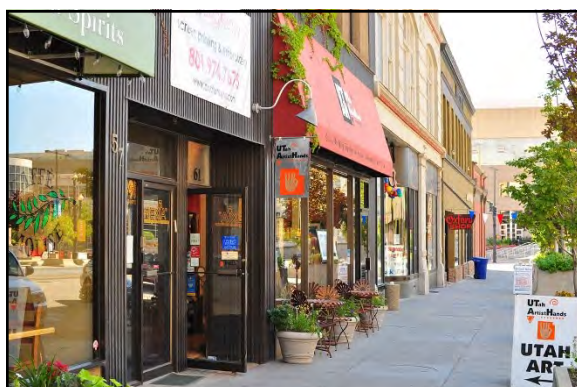
A. Buildings that are designed to have windows, doors, balconies or other similar features facing public streets and open spaces shall have the following points added to the development score:

1. Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 6 feet and include at least 30 square feet of space: 15 points.

This guideline applies to the Core Area and Transition Area.



Balconies can increase the number of people looking onto a street.



Store fronts that open to the street increase the safety of the public spaces.



The safety of open spaces can be enhanced by windows and doors that face and open to the open space.

18 LIGHTING

Lighting located on the building and the site should be integrated into the architecture of the building and be compatible with the context of the site. Lighting should emphasize the ground floor store fronts and spill out onto the sidewalk. All lighting should be screened so that it does not negatively impact adjacent property and shines down instead of up.

A. A project that includes a lighting plan that accomplishes at least one of the following: 6 points.

- Casts light from store fronts onto the sidewalk;
- Highlights unique architectural features of a building;
- Highlights artwork or unique landscape features

This guideline applies to the Core and Transition Area.



Store front lighting should cast some light out onto the sidewalk.

Parking lot lighting should be no taller than 25 feet tall and include full cutoff fixtures that prevent light from negatively impacting adjacent properties.



Lighting on building facades should be compatible with the architecture of the building.



Landscape lighting can be used to highlight unique landscape features and help improve the safety of public spaces.

19 SIGNS

Signs along public streets should be clear, informative, and durable. Signs that are visible to pedestrians from the sidewalk on the same side of the street are encouraged. All signs are required to comply with the standards of the zoning ordinance.

- A. Signs that meet the intent of this guideline shall have the following points added to the development score:
1. A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign): 2 points.
 2. An awning or canopy sign that is integrated into the design of the building: 2 points.
 3. A monument sign that is integrated into the site and compatible with the building architecture: 2 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Monument signs are acceptable, but they should be located in locations where they do not block the visibility at streets and driveways.



Signs that are perpendicular to the street facing façade are preferred. Such signs could include interesting mounting brackets, unique lighting and be integrated into the design of the building.



Awning signs should complement the architecture of the building and when placed over a building entrance, can provide temporary shelter for visitors as they enter the building.

Public Spaces Guidelines

Public spaces are important elements of a successful transit oriented neighborhood. Public spaces provide places for people to gather, to view public life, to relax and to play. In urban settings, public spaces provide nodes of activity and increase the number of people using the street and sidewalk. Successful public spaces are inviting and create a sense of safety. New development and redevelopment projects are encouraged to:

- Include open spaces that are accessible to building occupants and the public when feasible;
- Include pedestrian-oriented amenities to invite people into the space; and
- Incorporate public art into the design of the space.

20 PUBLIC SPACES AND PLAZAS

Active, safe and inviting open spaces are encouraged in all development. Open space that complements the building and site, or enhance the public realm are desired. Public spaces and plazas are required to include useable space that may include outdoor dining, terraces, courtyards, playgrounds, community gardens, and patios. This guideline applies to those projects that include more open space than what is required by the zoning ordinance.

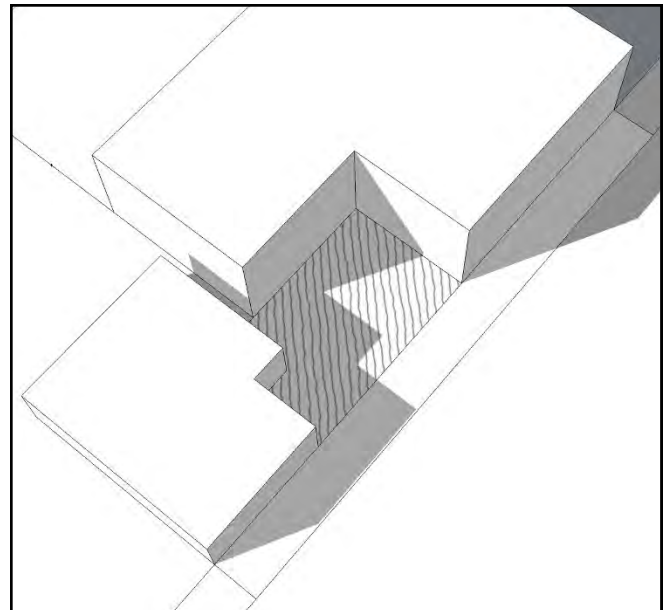
A. Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way, shall have the following number of points added:

1. A project includes a minimum of 15% of the total lot area: 15 points.
2. A project includes a minimum of 10% of the total lot area: 10 points.
3. A project includes a minimum of 5% of the total lot area: 5 points.
4. A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable: 3 points.

This guideline applies to both the Core and Transition Area. Points may only be obtained from one item.



Active open spaces should be designed to be safe and inviting. This plaza is an example of a small scale plaza that is similarly scaled to the smaller buildings adjacent to it.



This model shows a plaza adjacent to a sidewalk. The buildings frame the plaza, allow visibility into the space from the sidewalk and the adjacent buildings and could contain a number of active uses, such as outdoor dining or vending carts.



This plaza is large and inviting. The scale of the plaza matches the scale of the area around it.

21 STREETSCAPE AMENITIES

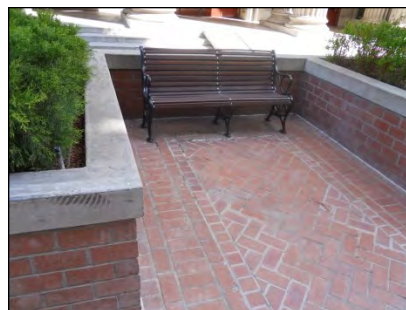
A mix of amenities in an open space not only provides outdoor space for building occupants, but when located next to a public sidewalk or path, invite passersby into the space. Benches, tables, planters, drinking fountains, water features, lighting and decorative refuse containers are just a few of the amenities that are encouraged to be included in open spaces.

- A. A project that includes street furniture, pedestrian amenities, public art or other similar features intended to improve the streetscape shall have the following number of points added:
1. At least four street furnishings: 3 points.
 2. At least three street furnishings: 2 points.
 3. At least two street furnishings: 1 point.

This guideline applies to both the Core and Transition Areas. Points may only be obtained from one item.



Public amenities can include tables, flower planters, trash cans, benches, and drinking fountains.



22 PUBLIC ARTWORK

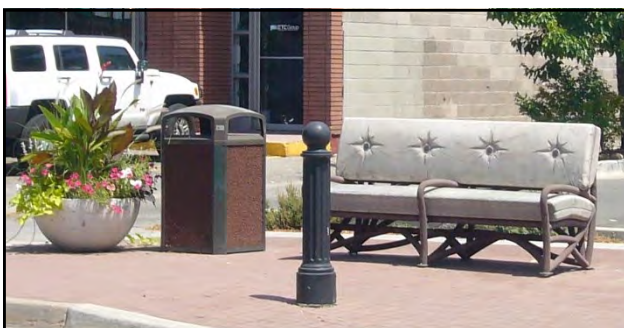
Public art that is incorporated into a development is encouraged. Art should be highly visible to the public and create opportunities for surprise, wonder, interest, contemplation, reflection, interaction and play that express community life and identity.

- A. Projects that include public art in a location where it is readily visible from a public space: 2 points per art piece, up to a maximum of 6 points.

This guideline applies to the Core and Transition Area.



Art work should be incorporated into the context of the site where it is located. The function of space, the relationship to public spaces, and the context of the physical environment should be considered when placing artwork.



Interactive artwork and artwork that is incorporated into fences, screening, seating and way finding signage is encouraged. This public bench was commissioned as part of a Redevelopment Agency art project.



Incorporating art work into a project is encouraged.

Circulation Guidelines

A well thought out and connected circulation network is necessary to integrate transit into a neighborhood, improve the pedestrian and bicycle environment, increase transit use, improve air quality and reduce the use of the private automobile. A multi-modal circulation system works best when it is safe and convenient. Development and redevelopment within station areas is encouraged to create safe walkways, bicycle paths, and automobile routes throughout the site by:

- Providing streets, sidewalks, paths and trails through the site that connects to public streets, sidewalks, paths, trails, open space, adjacent development and neighborhoods;
- Providing safe and secure bicycle related amenities;
- Providing direct access to transit; and
- Providing mid-block walkways to break up the walking distances where there are large blocks and parcels.

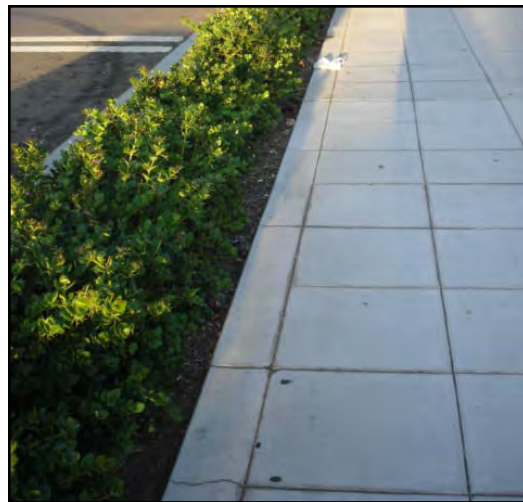
23 CONNECTIONS & WALKWAYS

All new development and redevelopment is encouraged to include pedestrian walkways from all buildings, parking lots and private open space to existing or planned public sidewalks, open space and trails. Walkways through surface parking lots should be located within landscaped islands or separated from vehicle drive aisles. Where walkways cross drive aisles, the walkway should be designed to be clearly visible, either through a change in materials, color, or height.

A. Projects that include connections and walkways from buildings, parking lots and private open space to public spaces, shall have the following number of points added to their development score:

1. Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles: 4 points.
2. Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces: 4 points.

This guideline applies to the Core and Transition Area.



Pedestrian walkways should be separated from drive aisles. This low hedge provides a clear separation.



This different paving in this cross walk makes it more visible.



Walkways can connect development to open spaces.

24 BICYCLE AMENITIES

The promotion of bicycle use is encouraged throughout the station areas. Bicycle parking should be well designed, conveniently located, and well secured in order to promote increased use of bicycles.

- A. A project that includes bicycle parking amenities in addition to what is already required in the zoning ordinance shall have the following points added to the development score:
1. The project includes lockers, changing rooms for cyclists and showers: 6 points.
 2. The project includes any bicycle amenity identified on this page: 3 points.
 3. The project incorporates art into the design of the bicycle amenities: 3 point

This guideline applies to the Core and Transition Area.

Bicycle Amenities	
Covered, secured bicycle parking	Secure, indoor <u>bicycle</u> storage for residents in multi-family buildings
Changing rooms	Lockers
Showers	Bicycle sharing programs.



Secured bicycle facilities add an additional level of safety for those commuting by bicycle. This facility is located inside of a building so bicycles are also protected from the weather.



Bike racks come in various forms and can be designed to be part of a public space.



Bicycle parking can also serve as public art.

25 ACCESS TO TRANSIT

New development is encouraged to be located within walking distance to a transit station. The closer a development is to the station the more likely transit ridership from that development will increase. This incentive applies to any TRAX or Frontrunner station platform or any bus stop where three or more separate bus routes come together.

A. A project located within close proximity to a transit station shall have the following number of points added to the development score

1. Within 300 feet, measured along the most direct, legal walking path: 15 points
2. Within 750 feet, measured along the most direct, legal walking path: 10 points.
3. Within 1500 feet, measured along the most direct, legal walking path: 5 points.

B. a multi-family residential development that provides transit passes to residents through the City's transit pass program for a minimum period of three years from the development's initial occupancy. Passes shall be available for free to residents at request. At least one pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required: 15 points

This guideline applies to the Core and Transition Area.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.

Projects that are closer to a station platform are more likely to increase pedestrian, bicycle and transit use and are more desirable.



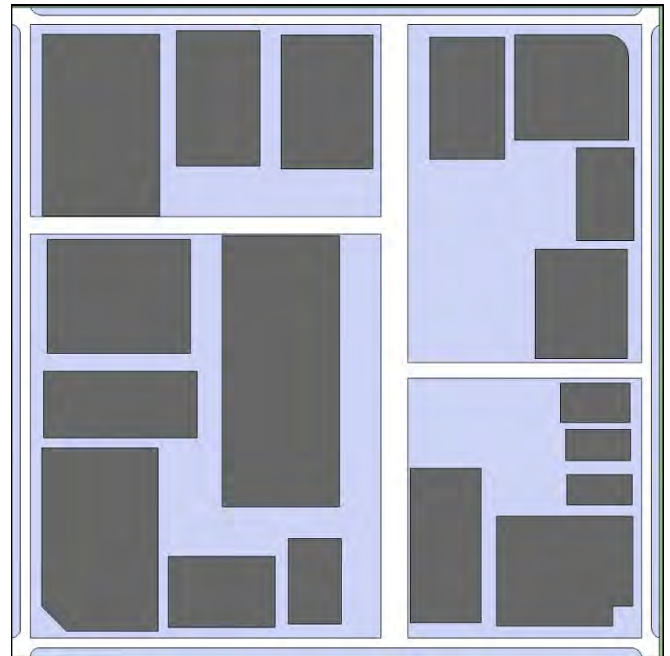
26 PUBLIC WALKWAYS INTERIOR TO THE BLOCK

Projects that improve the overall circulation and connectivity of a station area are encouraged. Providing walkways through a development improves how people move around and helps to break up the large blocks in the City. Walkways can be designed to be used for people walking, biking and if designed right, shared with cars. To qualify for these points, the walkways cannot be fenced or gated.

A. A development that includes public walkways through the interior of blocks that meets the qualifications below shall have the following points added to the development score:

1. The project includes a narrow street or alley through the project that accommodates people walking, biking and driving. 30 points
2. The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties: 20 points.

This guideline applies to the Core and Transition Area.



This mid block walkway provides access to a residential development. The walkway is wide enough to allow visibility into and out of the space.



Midblock walkways can break up the large blocks commonly found in Salt Lake City. If designed with safety in mind and create interesting places, they can improve the pedestrian environment. When used in conjunction with small alleys, midblock walkways can provide access to parking areas.



Midblock walkways can improve the circulation network in a transit station area.

Parking Guidelines

A successful transit neighborhood must be able to accommodate motor vehicles. While the overall goal of a transit oriented district is to reduce the overall use of an automobile, private motor vehicles are necessary to support local businesses and to provide service to a variety of land uses. Well designed, safe, convenient parking areas can reduce the conflicts between pedestrians, bicycles and automobiles while contributing to the overall success of a transit district. Development and redevelopment are encouraged to:

- Provide parking in well designed at grade or below grade parking structures that are compatible with the desired character of the district;
- Wrap above grade parking structures with habitable space;
- Share parking between uses in the same development or those nearby;
- Promote alternative vehicle use by providing parking for scooters, mopeds, motorcycles and alternative fuel vehicles.

27 PARKING STRUCTURE DESIGN

Parking structures have the potential to negatively impact the character of an area. This impact can be reduced if the parking structure is designed in a way that reduces the visual impact.

A. Parking structures that meet all of the following items: 25 points

1. The parking structure is wrapped on all street facing facades with habitable space
2. 100% of a façade where the parking structure is visible from a public space is wrapped in durable materials indicated in the building materials guideline. Where parking structures are not visible from a public space, at least 50% of the structure is wrapped in durable materials.
3. For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The parking structure in the foreground is designed with a rhythm of openings and building materials that complement the building. This parking structure is wrapped with office space adjacent to the street. The parking structure in the background does not reflect the desired design concepts.



Parking structures should be well designed and reflect the architecture detailing of the building they support.



28 ALTERNATIVE FUEL VEHICLE PARKING

Projects are encouraged to provide dedicated parking for alternative fuel vehicles, mopeds and motorcycles. These types of vehicles may reduce air pollution and require less space on the roads and in parking areas.

A. Alternative fuel vehicle parking: Projects that include dedicated parking stalls for alternative fuel vehicles, scooters, mopeds or motorcycles shall have the following points added to the development score:

1. Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles: 5 points.
2. A project includes dedicated parking stalls/equipment for a car sharing program: 3 points.
3. A project includes a charging station for electric vehicles:
 - Level 1 station: 2 points per stall, max. of 6 points.
 - Level 2 station: 3 points per stall, max of 9
 - Level 3 station: 4 points per stall, max of 12

This guideline applies to the Core and Transition Area. ~~Items 1 and 2 cannot be used together.~~



This grocery store provides dedicated parking and charging stations for electric vehicles.



Dedicated parking for alternative fuel vehicles.



If provided, motorcycle and scooter parking is in addition to the minimum parking requirement in the Transit Station Area Zoning District. The motorcycle and scooter parking shall not count towards the maximum parking requirement.

29 PARKING RATIO

Providing off street parking in structures, either below or above grade, allows for a compact development pattern and a better use of the land in a station area. The use of structured parking is encouraged.

A. Projects that provide parking ratios as indicated below:

1. Residential developments with a parking ratio less than 1 stall per unit: 25 points.
2. Residential development with a parking ratio less than 1.25 stall per unit: 15 points.
3. Non residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet: 20 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.

F. Transit Station Area Development Guideline Checklist and Revisions

Transit Station Area (TSA) Development Guideline Existing Checklist and Proposed Revisions

August 18th, 2016 Draft

Refer to the [Transit Station Area Development Guidelines](#) for more information on each Guideline

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
Land Use	Intensity/Density: (Applicable to Core Area Only. A project can only get points from one of the lines in this guideline).	More than 50 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ration of 3 or more.	20	No Change			
		More than 30 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 2 or more.	15	No Change			
		More than 20 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	10	No Change			
	Intensity/Density: (Applicable to Transition Area only. A project can only get points from one of the lines in this guideline).	More than 25 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ratio of 2 or more.	12	No Change			
		More than 20 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 1.5 or more.	8	No Change			
		More than 15 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	5	Clarified 60% of building height in development guideline document to match existing checklist	No change	No change	
	Mix of Uses: If the ground floor of a building is designed for retail, restaurant, or other active use than what the floors above are used for, the following points shall be added to the development score	100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	10	Increased points, change to street facing space rather than entire ground floor	Mixed Use: If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:	100%	20
		At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	8	Increased points, change to street facing space rather than entire ground floor		75-99%	15
		At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	6	Increased points, change to street facing space rather than entire ground floor		50-74%	10

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		A project that includes at least two uses that are different than existing uses on adjacent properties.	6	No Change			
	Mixed Income Housing: A project that includes affordable housing available to those with 80% less of the median household income of the City for sale or lease	33% or more of the total dwelling units.	30	Removed (10/6)			
		20% or more of the total dwelling units.	15	Removed (10/6)			
		10% or more of the total dwelling units.	10	Removed (10/6)			
				New standard for 60% and below AMI affordable	Mixed Income Housing: A project that includes affordable housing available to those with 60% or less of the median household income of the City for sale or lease shall have the following number of points added to the development score:	33% or more of the total dwelling units.	50
				New standard for 60% and below AMI affordable		20% or more of the total dwelling units.	40
				New standard for 60% and below AMI affordable		10% or more of the total dwelling units.	30
	Accessible Dwelling Units: A project which includes dwelling units designed as ADA accessible	33% or more of the total dwelling units.	8	No Change			
		15% or more of the total dwelling units	5	No Change			
		10% or more of the total dwelling units.	3	No Change			
	Community Serving Uses: Refer to the Transit Station Area Development Guidelines for qualifying uses.	A minimum of 1500 square feet.	15	No Change			
		A minimum of 1000 square feet	10	No Change			
		A minimum of 500 Square feet	5	No Change			
	Redevelopment of Surface Parking Lots.	50% or more of the existing surface parking lot is covered by new buildings.	15	No Change			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		35% or more of the existing surface parking lot is covered by new buildings.	10	No Change			
		25% or more of the existing surface parking lot is covered by new buildings.	5	No Change			
	Redevelopment of Nonconforming Use or Noncomplying Building	A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards.	10	No Change			
		A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district.	5	No Change			
	Removal of Billboards	An existing billboard is legally removed by the developer as part of a redevelopment project.	10	No Change			
Building and Site Design	Sustainable Site and Open Space Design	The project utilizes a renewable energy source, such as geothermal heating, solar panels, or other similar system that is incorporated into the open space and capable of producing at least 25% of the buildings energy needs.	15	Removed, Redundant as Energy Efficiency points cover this	Removed	Removed	Removed
		The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City.	10	No Change			
		The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline.	5	No Change			
	Green Building: based on the ICC National Green Building Standard	Emerald	50	Change from ICC to LEED green building program certification, ICC not as well known or used. Points unchanged.	Green Building: based on the LEED green building program	Platinum	50
		Gold	40			Gold	40
		Silver	20			Silver	30
	Energy Efficiency	The project is capable of producing 100% of its power through renewable sources as documented by a licensed engineer.	50	Changed to account for off-site solar	Energy Efficiency: Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score:	The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 50 points.	

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		The project is capable of producing 50% of its power through renewable sources as documented by a qualified, licensed engineer.	25	Changed to account for off-site solar		The project is certified as having 50% its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 25 points.	25
		The project is capable of producing 25% of its power through renewable sources as documented by a qualified, licensed engineer.	10	Changed to Solar array points		Solar array: 5 points for every 500 square feet of solar panels. Maximum 20 points.	5 points for every 500 square feet of solar panels. Maximum 20 pts.
		The project is capable of producing 10% of its power through renewable sources as documented by a qualified, licensed engineer	5	Changed to Geo-thermal points		Geothermal heating and cooling systems: 10 points.	10
		The project is designed with passive, energy efficient features that are capable of reducing the energy needs of the building by at least 25%.	5	Changed to not require specific energy off-set		The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features.	5
	360 Degree Architecture	Architectural detailing is wrapped around all four sides.	20	Changes to qualifying criteria to require specific elements, see Guideline document, no change to points			
		Architectural detailing is wrapped around both side facades of a building, but not on the rear façade.	15	Changes to qualifying criteria to require specific elements, see Guideline document, no change to points			
	Historic Preservation	Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.	40	No Change			
		National Register: State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits.	20	No Change			
		Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director	20	No Change			
		Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	5	No Change			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.	50	No Change			
	Building Materials	The entire street facing façade, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed in the Transit Station Area Development Guidelines.	15	Change to 75% clad in durable materials, increased points to encourage use		At least 75% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above	20
		Other than glazing, doors and trim materials, projects that have a minimum of 50% of the street facing façade clad in durable, high quality building materials as listed in the Transit Station Area Development Guidelines.	10	Change to 65% clad in durable materials, increased points to encourage use		At least 65% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above:	15
	Corner Buildings	When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature.	10	No Change			
		A corner building is designed with a visual emphasis placed on the corner to make the building more prominent. This may include additional height, a change in material, or change in architectural detail.	10	Removed.			
	Rooftop Design and Use	A rooftop of a building is used as a common space for the building occupants.	6	No Change			
		A roof includes at least one of the following design features: 5 points Two or more sloping planes if the roof is pitched; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs significant enough to create a shadow line; Variations in height of parapets of at least 2 feet.	5	Revised sloping plans requirement and added overhang depth. No change in points.		A roof includes at least one of the following design features: 5 points Two or more sloping planes visible from a public street; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs that are a minimum of 12 inches in depth to create a shadow line;	5

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Eyes on the Street and Public Spaces	Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space.	5	Add minimum depth for balconies of 6 feet, with 30 sq ft of space		Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 6 feet and include at least 30 square feet of space	15
	Lighting	A project that includes a lighting plan that accomplishes at least one of the following: Casts light from store fronts onto the sidewalk; Highlights unique architectural features of a building; Highlights artwork or unique landscape features.	6	No Change			
	Signs	A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign).	2	No Change			
		An awning or canopy sign that is integrated into the design of the building.	2	No Change			
		A monument sign that is integrated into the site and compatible with the building architecture.	2	No Change			
	Public Spaces	Public Spaces and Plazas	A project includes a minimum of 15% of the total lot area.	15	No Change		
			A project includes a minimum of 10% of the total lot area.	10	No Change		
			A project includes a minimum of 5% of the total lot area.	5	No Change		
			A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable (must be within 330 feet of transit station).	3	No Change		
		Streetscape Amenities	At least 4 street furnishings	3	No Change		
			At least 3 street furnishings	2	No Change		
			At least 2 street furnishings	1	No Change		

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Public Artwork	At least 1% of the project budget is dedicated to public art.	8	Changed to 2 points per art piece, up to a 6 pt maximum		Projects that include public art in a location where it is readily visible from a public space	2 points per art piece, up to a maximum of 6 points.
		At least 0.5% of the project budget is dedicated to public art.	4	Removed			
		A major piece of art work is incorporated into the project and is visible from a public space.	2	Removed			
Circulation	Connections and Walkways	Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles.	4	No Change			
		Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces.	4	No Change			
	Bicycle Amenities	The project includes lockers, changing rooms for cyclists and showers.	6	No Change			
		The project includes any bicycle amenity identified in the Bicycle Amenity section of the Transit Station Area Development Guidelines.	3	No Change			
		The project incorporates art into the design of the bicycle amenity.	3	No Change			
	Access to Transit	The project is located within 750 feet, measured along the most direct, legal walking path.	8	No Change			
		The project is located within 1500 feet, measured along the most direct legal walking path.	4	No Change			
				Add points for participation in City's transit pass program for multi-family residential development.		Multi-family residential development provides transit passes to residents through the City's transit pass program for a minimum period of three years from development's initial occupancy. Passes shall be available for free to residents at request. One pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required.	20

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Mid-block Walkways	The project includes a walkway accessible to the public that is a minimum of 20 feet wide that connects through the property to a public space, such as park, trail or similar area and allows for the walkway to be continued on adjacent properties.	6	Reduced required width of walkway, and increased points available.	Projects that improve the overall circulation and connectivity of a station area are encouraged. Providing walkways through a development improves how people move around and helps to break up the large blocks in the City. Walkways can be designed to be used for people walking, biking or if designed right, shared spaces with cars.	The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties	30
				Add points for including street or alley in project.		The project includes a narrow street or alley through the project that accommodates people walking, biking and driving.	20
Parking (see the Transit Station Area Development Guidelines for qualifying provisions related to this item)	Structured Parking	100% of the parking is in above grade structured or 75% in a below grade structure.	50	Changed to parking structure design, reduced points available		Parking structures that meet all of the following items: 1. The parking structure is wrapped on all street facing facades with habitable space. 2.100% of a façade where the parking structure is visible from a public space is wrapped in durable materials indicated in the building materials guideline. Where parking structures are not visible from a public space, at least 50% of the structure is wrapped in durable materials. 3. For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps. to qualify.	25
		75% of the parking is in above grade structure or 50% in a below grade structure.	40	Removed			0
		50% of the parking is in above grade structure or 25% in a below grade structure.	20	Removed			0
	Shared Parking	At least 50% of the parking is shared with other uses, whether on or off site.	15	Removed.			0
		At least 40% of the parking is shared with other uses, whether on or off site.	12	Removed			0
		At least 25% of the parking is shared with other uses, whether on or off site.	8	Removed			0

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Alternative Vehicle Parking	Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles.	5				
		Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 5% of the total number of spaces provided for automobiles.	3	Removed			0
		A project includes dedicated parking stalls/equipment for a car sharing program.	3				
		A project includes a charging station for electric vehicles.	3 points per stall, max. of 9 points	Changed to requirement for certain levels of charging equipment. Increased points.		A project includes a charging station for electric vehicles:	Level 1 station: 2 points per stall, max. of 6 points. Level 2 station: 3 points per stall, max of 9 Level 3 station: 4 points per stall, max of 12
				New Parking Ratio Category and Points	Parking Ratios: Providing off street parking in structures, either below or above grade, allows for a compact development pattern and a better use of the land in a station area. The use of structured parking is encouraged.	Residential developments with a parking ratio less than 1 stall per unit:	25
				New Parking Ratio Category and Points		Residential development with a parking ratio less than 1.25 stall per unit	15
				New Parking Ratio Category and Points		Non-residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet: 20 points.	20
Approval Process:							
	Planning Commission Review Required	0-49 points			Planning Commission Review Required	0-124 points	
	Administrative Hearing Required	50-99 points		Removed Admin Hearing Process	Removed Admin Hearing Process	Removed Admin Hearing Process	
	Administrative Review	100 or more points			Administrative Review Required	125 or more points	

**6.B HISTORIC LANDMARKS COMMISSION – NOV. 3
AGENDA AND MINUTES**

SALT LAKE CITY HISTORIC LANDMARK COMMISSION MEETING AGENDA

In Room 326 of the City & County Building

451 South State Street

Thursday, November 3, 2016 at 5:30 pm

(The order of the items may change at the Commission's discretion.)

FIELD TRIP – Will leave at 4:00 p.m. from the east entry of the City and County Building.

DINNER – Will be served to the Historic Landmark Commissioners and Staff at 5:00 p.m. in Room 118 of the City and County Building.

HISTORIC LANDMARK COMMISSION MEETING WILL BEGIN AT 5:30 PM IN ROOM 326

Approval of the Minutes from October 6, 2016

Report of the Chair and Vice Chair

Director's Report

Public Comments - The Commission will hear public comments not pertaining to items listed on the agenda.

PUBLIC HEARING

1. **Story Solar Panels at approximately 226 W Fern Avenue** - Sela Kanuch, Zing Solar, on behalf of Erika Story, property owner, is requesting approval from the City to install roof mounted solar panels at the above listed address. Currently the land is used for a single-family home and the property is zoned SR-1A Special Development Pattern Residential District. This type of project must be reviewed by the commission as the solar panels are on a front facing roof plane and readily visible from the street. The subject property is within Council District 3, represented by Stan Penfold. (Staff contact: Michael Maloy at (801)535-7118 or michael.maloy@slcgov.com.) Petition number **PLNHLC2016-00495**
2. **Rust Solar Panels at approximately 175 E 4th Avenue** - Sela Kanuch, Zing Solar, on behalf of Kent Rust, property owner, is requesting approval from the City to install roof mounted solar panels at the above listed address. Currently the land is used for a single-family home and the property is zoned SR-1A Special Development Pattern Residential District. This type of project must be reviewed by the commission as the solar panels are on a front facing roof plane and readily visible from the street. The subject property is within Council District 3, represented by Stan Penfold. (Staff contact: Michael Maloy at (801) 535-7118 or michael.maloy@slcgov.com.) Petition number **PLNHLC2016-00735**

BRIEFINGS

3. **TSA Zoning District Text Changes** - Planning Staff will brief the Historic Landmarks Commission on changes to the TSA zoning district as they relate to TSA zoned properties in local historic districts. The Salt Lake City Council has request that the Planning Division review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The proposed changes include: -Clarifying what land uses are allowed in the zone; -Changing how far buildings can be setback from the street; -Clarifying what types of uses are allowed on the ground floor of buildings; -Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; -

Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and -Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. This zoning text amendment will primarily affect Section 21A.26.078 "TSA Transit Station Area District". Related provisions of the Salt Lake City Zoning Ordinance, Title 21A, may be amended as part of this petition. Because this is a briefing only, a public hearing will not be held in relation to the petition at this meeting, and no application will be approved or denied at this meeting. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com) Case Number **PLNPCM2016-00522**

4. **Liberty Park Concessions Area Improvements** – Planning and Parks Staff will brief the Historic Landmark Commission of proposed improvements to Liberty Park. The improvements are generally located in the west-central area of the park, in the vicinity of the concessions, amusement rides, entrance to Tracy Aviary, the swimming pool and park maintenance yard. The intent of the project is to improve pedestrian circulation and access to and from these amenities. Because this is a briefing only, a public hearing will not be held in relation to the petition at this meeting, and no application will be approved or denied at this meeting. Staff contact is Katia Pace at (801)535-6354 or katia.pace@slcgov.com .)

WORK SESSION

5. **Work Session 35 S 900 East New Construction** - A Work Session with the Historic Landmark Commission and Dustin Holt, who represents the owner of the property, to review a proposal for New Construction of a three story multi-family residential structure at approximately 35 S. 900 East. The subject property is located within the South Temple Local Historic District and is zoned RMF-35. Because this is a work session only, a public hearing will not be held in relation to the petition at this meeting, and no application will be approved or denied at this meeting. The subject property is located within Council district 4, represented by Derek Kitchen. (Staff contact is Amy Thompson (801)535-7281 or amy.thompson@slcgov.com.)

The next regular meeting of the Commission is scheduled for Thursday, December 1, 2016 unless a special meeting is scheduled prior to that date.

Appeal Of Historic Landmark Commission Decision: The applicant, any owner of abutting property or of property located within the same H historic preservation overlay district, any recognized or registered organization pursuant to title 2, chapter 2.62 of this code, the Utah State Historical Society or the Utah Heritage Foundation, aggrieved by the Historic Landmark Commission's decision, may object to the decision by filing a written appeal with the appeals hearing officer within ten (10) calendar days following the date on which a record of decision is issued.

*Files for agenda items are available in the Planning Division Offices, Room 406 of the City and County Building. **Please contact the staff planner for more information.** Visit the Historic Landmark Commission's website <http://www.slcgov.com/planning/planning-historic-landmark-commission-meetings> to obtain copies of the Historic Landmark Commission's agendas, staff reports, and minutes. Staff reports will be posted by the end of the business day on the Friday prior to the meeting and minutes will be posted by the end of the business day two days after they are ratified, which usually occurs at the next regularly scheduled meeting of the Historic Landmark Commission.*

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

SALT LAKE CITY HISTORIC LANDMARK COMMISSION
Meeting Minutes (Excerpt)
451 South State Street, Room 326
November 3, 2016

A roll is being kept of all who attended the Historic Landmark Commission Meeting. The meeting was called to order at [5:33:18 PM](#). Audio recordings of the Historic Landmark Commission meetings are retained in the Planning Office for an indefinite period of time.

Present for the Historic Landmark Commission meeting were: Chairperson Charles Shepherd; Commissioners Stanley Adams, Thomas Brennan, Sheleigh Harding, Robert Hyde Rachel Quist, David Richardson, Paul Svendsen and Kim Wirthlin. Vice Chairperson Kenton Peters was excused.

Planning Staff members present at the meeting were: Nora Shepard, Planning Director;; Michael Maloy, Senior Planner; Daniel Echeverria, Principal Planner, Katia Pace, Principal Planner, Amy Thompson, Associate Planner; Michelle Moeller, Administrative Secretary and Paul Nielson, Senior City Attorney.

BRIEFING [6:27:47 PM](#)

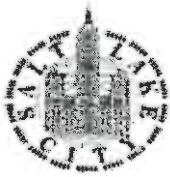
TSA Zoning District Text Changes - Planning Staff will brief the Historic Landmarks Commission on changes to the TSA zoning district as they relate to TSA zoned properties in local historic districts. The Salt Lake City Council has request that the Planning Division review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The proposed changes include: -Clarifying what land uses are allowed in the zone; -Changing how far buildings can be setback from the street; -Clarifying what types of uses are allowed on the ground floor of buildings; -Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; -Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and -Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. This zoning text amendment will primarily affect Section 21A.26.078 "TSA Transit Station Area District". Related provisions of the Salt Lake City Zoning Ordinance, Title 21A, may be amended as part of this petition. Because this is a briefing only, a public hearing will not be held in relation to the petition at this meeting, and no application will be approved or denied at this meeting. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com)
Case Number PLNPCM2016-00522

Mr. Daniel Echeverria, Principal Planner, gave an overview of the proposal as outlined in the Staff Report (located in the case file). He stated Staff was asking for further comments, suggestions and direction from the Commission.

The Commission and Staff discussed and stated the following:

- The location of the TSA zone.
- The concerns regarding the materials and uses of the structures that brought about the changes to the ordinance.
- The point system and the score that would require a petition to go through the Conditional Building and Site Design review process.
- The different processes and when a Conditional Use could be denied vs a Conditional Building and Site Design review.
- The treatment of the side street and how to activate those streets under the proposal.
- The point system for properties in the historic districts and giving development credit for going through historic preservation public processes.
- Activation of the sidewalk and restrictions on building length.
- The reasoning for the reduction in the setback from 15 feet to 10 feet.
- Incentivize keeping structures in the national district by increasing the points.
- Making sure to keep the look of the structures historic in nature and on a historic style.
- Front elevations should be embellished.
- The timeframe for the proposal.

**7.A PLANNING COMMISSION – AUG. 24
HEARING NOTICES**



SALT LAKE CITY PLANNING DIVISION
451 S STATE STREET ROOM 406
PO BOX 145480
SALT LAKE CITY UT 84114-5480

RETURN SERVICE REQUESTED

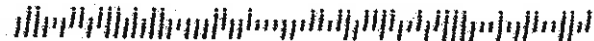
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Daniel Echeverria - Salt Lake City Planning
Division
PO Box 145480
Salt Lake City, Utah 84114

8411485480 B500



Salt Lake City Planning Division
451 S State Street, Room 406, PO Box 145480, Salt Lake City, Utah 84114-5480

OPEN HOUSE

July 28, 2016 at 4:30 p.m. to 6:00 p.m.
City & County Building
451 S State Street, 4th Floor Hallway
Salt Lake City, Utah 84111

Planning Commission Public Hearing

August 24, 2016 at 5:30 p.m.
City & County Building
451 S State Street, Room 326
Salt Lake City, Utah 84111

Modifications to the TSA Transit Station Area Zoning District ~ A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The list of possible changes include:

- Clarifying what land uses are allowed in the zone;
- Reviewing and changing how far buildings can be setback from the street along 400 South;
- Clarifying what types of uses are allowed on the ground floor of buildings;
- Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards;
- Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and
- Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance.

More information and comments regarding this proposal may be found at www.slcgov.com/opencityhall or on the Planning Division website at www.slcgov.com/planning. (Staff contact is Daniel Echeverria at 801-535-7165 or daniel.echeverria@slcgov.com) Case Number PLNPCM2016-00522

Salt Lake City Corporation complies with all ADA guidelines. People with disabilities may make requests for reasonable accommodations no later than 48 hours in advance in order to attend this meeting. Accommodations may include: alternative formats, interpreters, and other auxiliary aids. This is an accessible facility.

For additional meeting information, please see www.slcgov.com or call 801-535-7757; TDD 801-535-6220.

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801-204-6910

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DATE

SALT LAKE CITY UT 84114

8/15/20

ACCOUNT NAME

PLANNING DIVISION,

TELEPHONE

ORDER # / INVOICE NUMBER

8015357759

0001105994 /

PUBLICATION SCHEDULE

START 08/13/2016 END 08/13/2016

CUSTOMER REFERENCE NUMBER

PH 8/24

CAPTION

Notice of Public Hearing On Wednesday, August 24, 2016, the Salt Lake City Planning

SIZE

60 LINES 2 COLUMN(S)

TIMES

TOTAL COST

2

155.00

Notice of Public Hearing

On Wednesday, August 24, 2016, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to the City Council regarding the following petition:

1. **Design Standards Chapter** - A request by Mayor Ralph Becker for creation of a Design Standards Chapter for new development. The new chapter will consolidate existing design standards from various zoning districts, with some updates and revisions, into one chapter in the Zoning Ordinance. The amendment will affect multiple sections of the Salt Lake City Zoning Ordinance and will be applicable city-wide. (Staff contact: Casey Stewart at (801)535-6260 or casey.stewart@slcgov.com.) Case number PLNPCM2015-00150

2. **TSA Zoning District Text Changes** - A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The Planning Division will provide an update on the proposed changes, the process to make the changes and the timeline. The list of possible changes include: • Clarifying what land uses are allowed in the zone; • Reviewing and changing how far buildings can be setback from the street along 400 South; • Clarifying what types of uses are allowed on the ground floor of buildings; • Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; • Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and • Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. Information can be found at www.slcgov.com/openchtyhall or on the Planning Division website at www.slcgov.com/planning. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com.) Case Number PLNPCM2016-00522

The public hearing will begin at 5:30 p.m. in room 326 of the City County Building, 451 South State Street, Salt Lake City, UT.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

1105994

UPAXLP

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF Notice of Public Hearing On Wednesday, August 24, 2016, the Salt Lake City Planning Commission will hold a public hearing to consider making recommendations to FOR PLANNING DIVISION, WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP, AGENT FOR DESERET NEWS AND THE SALT LAKE TRIBUNE, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINATELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

PUBLISHED ON Start 08/13/2016 End 08/13/2016

DATE 8/15/2016

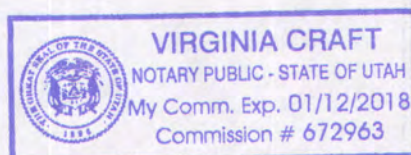
SIGNATURE

STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 15TH DAY OF AUGUST IN THE YEAR 2016

BY ANN DARTNELL



Virginia Craft
NOTARY PUBLIC SIGNATURE

**7.B PLANNING COMMISSION – AUG. 24
MEMO**



MEMORANDUM

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission

From: Daniel Echeverria, Principal Planner
801-535-7165 or daniel.echeverria@slcgov.com

Date: August 18, 2016

Re: Public Hearing for the TSA Zoning District Improvement project (PLNPCM2016-00522)

NO ACTION REQUIRED: This item is being presented as a public hearing for the purpose of gathering public comments and discussion by the Planning Commission but no recommendation is sought at this state.

Staff will follow up later with a recommendation in conjunction with the proposed Design Standards chapter that is also being discussed at the August 24th Planning Commission meeting.

Planning staff would like the Planning Commission's input on the proposed draft language. A summary of the changes being considered is attached.

BACKGROUND/DISCUSSION: Last month, Planning staff presented a summary of the proposed changes that are being considered for the Transit Station Area (TSA) zoning code. Since that time planning staff has developed ordinance language to implement those changes. Additional language has also been developed for the Development Guidelines to implement changes to the points system for development proposals. The proposed draft language will continue to evolve based on public input and further analysis by planning staff. Most of the design standards currently in the TSA zoning code have been proposed to be moved to the proposed **"Design Standards" zoning chapter. Please see the memo** regarding this proposed chapter for the design standards language modifications.

Text Changes Status

A summary document of the proposed changes was reviewed by the Planning Commission at the commission meeting on July 27th and was also available for public review on Open City Hall and at the Planning Division Open House. A few text changes that were identified in the summary document have not yet been fully developed and staff will continue to look at how to implement those changes. Others have been modified since the original proposal based on further analysis and feedback. A revised version of that summary document has been attached to this memo with notes regarding the status of those changes.

Request for Planning Commission Input on Text Change

One of the remaining changes yet to be fully developed concerns what should occur between the building façade and the sidewalk, particularly for 400 South. The text changes propose a minimum of 10' between the front property line and the front façade. This would generally leave

between 8' to 10' feet between the back of the sidewalk and the building façade depending on its location on 400 S or North Temple. As currently written, a developer is allowed, but not required, to incorporate such things as plazas, outdoor dining, courtyards, or other similar outdoor uses in this space. Any remaining space is required to be completely landscaped. Staff is considering whether to require a certain percentage of this space to be an outdoor use rather than landscaping, and whether to require certain landscaping elements, such as a specific number of trees and shrubs, if landscaping is installed. The intent of these changes would be to help improve the walking environment for pedestrians, especially along 400 South. Staff would like the Planning Commission's input on what should occur in these spaces.

Public Input

Public feedback on the proposed changes and current issues with the TSA zoning has been obtained through e-mail, Open City Hall, and at a public open house. A notice was sent out to property owners and residents within the TSA district, as well as to developers and architects that have developed projects in the TSA district. The notice informed them of the proposed changes and directed them to the open house, public hearing, and Open City Hall topic. A survey was published on Open City Hall to obtain feedback from the public regarding issues identified with the TSA zoning. That survey closed on August 17th. A total of 122 responses were received. A summary of those responses is attached. Planning staff will be evaluating those responses as they relate to the proposed changes.

The Planning division also held an Open House on July 28th to present a summary of the proposed changes and solicit feedback. At least 19 people attended the open house for the TSA changes. Other comments and suggestions were received from the public via e-mail over the past month and are also being evaluated. Planning staff may make modifications to the current draft language based on those comments and suggestions. Comments that have been received so far are attached to this memo.

ATTACHMENTS:

The attachments to this memo include the following documents:

[A. Summary of Proposed Changes – Updated Version](#)

This document is a summary of the proposed changes and is an update to the summary sent to the Planning Commission for the July 27th meeting. That summary was also posted online for public review. Changes to the document since the original was published have been marked in bold with the date 8/18.

[B. Transit Station Area District Zoning Code - Clean Draft](#)

This document is a clean version of the proposed draft zoning code text without any markups.

[C. Transit Station Area District Zoning Code - Markup Draft](#)

This version of the code is the marked up version of the proposed zoning code text. New text is marked with an underline. Deleted text is marked with a strikethrough.

[D. Land Use Table Draft - Clean Draft](#)

This document is the proposed land use tables. The existing prohibited land use table has been deleted in the proposed zoning code and has been converted to an allowed use list. Since this is new text, there is no marked up draft with deletions.

[E. Transit Station Area Development Guidelines - Markup Draft](#)

This document is a draft of the development guidelines for TSA developments. New text is marked with an underline. Deleted text is marked with a strikethrough.

[F. Transit Station Area Development Guideline Checklist and Revisions](#)

This document includes the checklist that is used to score TSA developments. Each current guideline from the guidelines document is listed on the left hand side of the document. New and revised guidelines and their associated points are listed on the right hand side of the document.

[G. Open City Hall Public Comment Summary](#)

This document includes a breakdown of the survey responses received, as well as all of the individual written responses that were received as part of the survey.

[H. Additional Public Comments](#)

This attachment includes e-mailed comments as well as written comments that were received from the public open house.

A. Summary of Proposed Changes – Updated Version

TSA Zoning District Summary of Proposed Changes

Originally Published July 20th, 2016

Updated August 18, 2016 (Changes noted with date.)

Update Note 8/18: Most of the design standard changes are included in the proposed Design Standards chapter 21A.37 and are not included in the proposed TSA zoning code text in 21A.26.078.

Below is a list of changes to the TSA zoning district that are being considered by the Planning Division. This list and the details are subject to change due to internal review, public input, and review by the Planning Commission.

Changes to Zoning Code (Ordinance)

Noticing The primary issue is that neighbors do not receive any notification that a new building may be being built next door. This issue is not unique to the TSA zoning district and is similar to what would happen with a permitted use in any zoning district where the only approval or permit required is a building permit.	
Current Regulation	Proposed Regulation
No noticing requirement unless the project is required to be reviewed by the Planning Commission.	Administrative (Staff) Approval Eligible Projects: <ul style="list-style-type: none">• Courtesy notice to properties within a certain distance and recognized organizations stating that a new development has been proposed.• Courtesy notice issued at same time of development score approval.• The notice is an FYI and identifies where people can learn more. It will also explain the approval process. Planning Commission Eligible Projects: <ul style="list-style-type: none">• Normal public hearing noticing requirements, which is a notice sent to all property owners and tenants within 300 feet, the property is posted with a sign, and notice sent to recognized organizations. 8/18: Developing code to implement.
Table of Prohibited Uses The table of prohibited uses in the ordinance creates confusion for the community, property owners, developers, and the lending community. The table may be producing unnecessary amount of work to administer the ordinance because of the confusion. The proposal would be to add a table of permitted and conditional uses, which is similar to all other zoning districts in the City.	
Current Regulation	Proposed Regulation
Table of prohibited uses lists those uses that are not allowed.	Adds a table of permitted and conditional uses to the land use table chapter. In most instances, the uses that were prohibited will not be permitted. Some uses that were prohibited will now be listed as permitted or conditional. 8/18: Proposed changes include:

	<ul style="list-style-type: none"> • Permitting limited auto oriented uses, such as drive-through and minor auto repair uses within the Transition MUEC and SP. • Removing brewery, distillery, and winery, from transition areas of UN/UC, due to low scale residential proximity potential. Small breweries would continue to be allowed in these zones. • Making uses such as “Amusement Park” and “Zoo” conditional. • Removing “Tire Distribution Retail/Warehouse.” Retail tire stores would still be allowed under retail. • Removing “Large wind energy systems” as principal or sole uses of property due to scale. Wind systems could still be incorporated into developments as accessory. • Removing “Solar Arrays” as principal or sole uses of property in TSA-UN/UC. Solar panels/arrays could still be incorporated into developments as accessory. • Reducing areas allowed for “Exhibition Halls” and “Convention Centers” and making conditional. • Reducing areas allowed for “Park and Ride Lots” to transition areas in the SP and MUEC. Structured parking could still be used for park and ride uses. • Changing “Stadiums” to conditional. • Removing “Printing Plant,” “Food Processing,” and “Woodworking Mill” from TSA-UN-T. Small scale food processing may be allowed in other zones in the future, this is being addressed by a small scale food production petition. • Making “Auditorium” use conditional in UN-T and UC-T due to single family proximity. • Reducing areas allowed for “Amphitheaters” to SP zone due to potential noise and scale impacts. • Making “Social Service Missions and Charity Dining Halls” conditional in core and transition areas of UN and UC. • Removing “Manufactured Home” from UN/UC Core areas to match Single Family allowed areas. • Removing “Grain Elevator” from UN/UC. • Permitting “Theater” uses in MUEC-T. • Removing “Vehicle Auction” from UN-Core. • Clarifying where wireless facilities are allowed and height allowed.
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Setbacks Front setback requirement is problematic along 400 South and is not producing usable space in the setback or providing street engagement for nonresidential uses.	
Current Regulation	Proposed Regulation
Current min. setback along 400 South: 15'	<ul style="list-style-type: none"> Reduce the minimum from 15' to a lower number, such as 5'. Still require 10' sidewalk installation where sidewalk is currently <10'. 8/18: Proposed reduction to 10' minimum. <ul style="list-style-type: none"> This could apply to a certain % of the street facing façade or be based on use (ex: ground floor residential could have more setback to create some semi-private front yards.) 8/18: Evaluating and developing code.
<ul style="list-style-type: none"> Front yards are only required to be landscaped as indicated in the landscaping chapter. A minimum of 33% of the area must include live plant materials. 	Require a certain % of the yard to be usable space, such as front porches, patios, or other similar space. 8/18: Evaluating and developing code.
Parking Lot Location The ordinance contains conflicting regulations regarding parking lots as a standalone use.	
Current Regulation	Proposed Regulation
Surface parking lots are permitted as the principal use on a parcel of land	Delete this provision. Surface parking lots would still be allowed, but would not be allowed to be the only use on the property.
Building Scale One of the primary concerns identified is that large buildings are having a negative impact on the character of the street and the function of the streets as walkable areas. There are a number of factors that create the scale of the building, including the height, setbacks, length of building wall, materials uses, ground floor design, etc.	
Current Regulation	Proposed Regulation
Building entrance required on average of every 75 feet.	<ul style="list-style-type: none"> Building entrance required for a minimum of every 50 feet on average. 8/18: Current proposal: 40 feet. <ul style="list-style-type: none"> Ground floor residential uses are required to have a primary entrance facing the street.
Length of building wall uninterrupted by glass, doors, change in building wall plane, or similar design feature required every 30 feet.	Reduce the length of building wall uninterrupted by windows, doors, change in building wall plane to 15 feet.
Length of building wall adjacent to a street is not limited.	Limit the length of buildings walls adjacent to a street to 200 feet.
Ground Floor Uses Similar to the issue of scale, the ground floor of buildings are not including uses that help activate the street, put eyes on the street, or provide commercial spaces to help maintain the need to provide spaces for commerce and economic development.	
Current Regulation	Proposed Regulation

Prohibits ground floor parking from being visible from the street, but does not require any specific uses.	<ul style="list-style-type: none"> Require active ground floor use for a minimum of 75% of street frontage, reducible to 50% with Planning Commission approval. <p>8/18: Increased to 80%. Reducible to 60%.</p> <ul style="list-style-type: none"> Use is required to extend a minimum of 25 feet into building. ~25 feet would be exempt from this provision to accommodate vehicle access. <p>8/18: Developing this exemption.</p>
Building entrances required on average of every 75 feet.	<ul style="list-style-type: none"> Building entrance required for every 50 feet. <p>8/18: Current proposal: 40 feet.</p> <ul style="list-style-type: none"> Ground floor residential uses are required to have a primary entrance facing the street.
No requirements for nonresidential or commercial uses on ground floors of major streets	<p>Add a requirement for nonresidential/commercial uses on ground floors of projects facing 400 South and North Temple.</p> <p>8/18: Current proposal will require nonresidential/commercial uses on ground floors of buildings that are located within 200 feet of an intersection where 400 S or North Temple intersect a 130' wide (major) street.</p>
<p align="center">Inner-Block Walkways</p> <p>Large footprint buildings and lack of side yard setback requirements makes it unlikely for midblock walkways to ever be constructed. The large blocks of the City create longer walking distances and reduce route options. This type of infrastructure is necessary to increase the number of people who are willing to walk between where they live and/or work or other destinations</p>	
Current Regulation	Proposed Regulation
No requirement for a midblock walkway.	<ul style="list-style-type: none"> Require midblock walkways when they are identified in an adopted master plan of the City. Require a midblock walkway when a property is more than 200 feet from intersecting streets. Minimum width of walkway is 10 feet, with a minimum paved path width of 10 feet. If streets and midblock walkways already exist, new midblock walkways would not be required.
<p align="center">Building Materials</p> <p>There are two primary issues with the existing building material regulations. The first is that the allowed materials list is very limited. Architects have expressed a desire to allow more materials. The second issue is that there are no building material requirements for upper floors. Related to this issue is the use of exterior insulated finishing systems (EIFS), which is sometimes referred to as "synthetic stucco."</p>	
Current Regulation	Proposed Regulation
Specific high-quality ground floor building materials required for 80% of street facing facades. Allowed materials include brick, masonry, textured or patterned concrete, and/or cut stone.	<ul style="list-style-type: none"> Keep minimum material requirement at 80%. Expand allowed materials to include fiber cement products and metal. <p>8/18: Current proposal in 21A.37: Metal not included in prescribed list, but may be approved by Planning Director.</p>

	<ul style="list-style-type: none"> Other materials may be allowed if they are durable, long lasting materials and approved by the Zoning Administrator.
No building material requirements for upper floors.	<ul style="list-style-type: none"> Require at least 50% of upper floor materials to be composed of the same high-quality materials allowed for ground floors. <p>8/18: Increased to 60%.</p>
No restriction on EIFS (Exterior Insulation and Finishing System)	<ul style="list-style-type: none"> Limit EIFS to a max of 10% of all street facing façades.
<p align="center">Parking Structure Design Standards</p> <p>Parking structures have the potential to have a large visible impact to the street and adjacent properties.</p>	
Current Regulation	Proposed Regulation
<ul style="list-style-type: none"> Ground floor of parking structures required to have an active use. Levels of parking above the first floor that are visible from a street are required to be level, not sloped. Vehicles shall be screened. Underground parking may extend up to 5 feet above grade if they are screened by vegetation or wrapped in ground floor building materials. 	<ul style="list-style-type: none"> Must be wrapped with a building material that adds interest and screens vehicles. Parking levels must be level. All ramps must be internal to the structure. Elevators and stairs need to be externally highlighted. Signage and wayfinding incorporated into the building. Interior lighting shall not create a nuisance outside the structure. Driveways must be different than sidewalk materials. Habitable space required along the street level. Venting and mechanical equipment must be screened and not located near the sidewalk. Street facing building materials and use requirements apply to parking structures.
<p align="center">Minor changes to make it easier to use the ordinance</p> <p>Minor changes include small changes that clarify existing regulations. These types of issues are identified as the Planning Division and Building Services reviews projects and identifies sections of the code that need create confusion or require some sort of interpretation of the code.</p>	
Current Regulation	Proposed Regulation
Additional building height provisions allow for an extra story of building height for sloped roofs.	Require that the slope be visible from the street and cannot be hidden behind a parapet wall.
The current setback requirements are listed in a bulleted format that makes it difficult to readily determine what the setbacks are.	List setbacks in a chart so it is easier to use and administer the setbacks.

Changes to Guidelines

The following table summarizes the proposed changes to the development guidelines in the TSA zoning district. The development guidelines are used to determine the approval process for new projects. Each guideline includes a point value that is based on a combination of the cost of including the guideline in the project, the level of importance of

the guideline in relation to accomplishing City goals, and level of desirability to the community in general. The proposed changes are in response to the number of projects that have been reviewed under the TSA process, issues identified with the existing guidelines and a changing emphasis on citywide goals.

Mix of Uses	
The intent of this guideline is to promote mixed use development. A mixed use development generally includes residential on the upper floors and businesses on the ground floor.	
Current Guideline	Proposed Guideline
Based on % of total ground floor area for nonresidential uses	Based on % of floor area of street facing habitable space only, not entire ground floor area. Ordinance change will require this space to be a minimum depth of 25 feet. <ul style="list-style-type: none"> • If 100% of area is nonresidential use: 20 points • 75-99% of area is nonresidential use: 15 points • 50-74% of area is nonresidential use: 10 points
Affordable Housing	
The intent of this guideline is to promote more mixed income housing development and increase the supply of affordable housing units in the City.	
Current Guideline	Proposed Guideline
Points are based on the % of affordable units provided. Affordable units are restricted to persons making less than 80% of area median household income. Points awarded: <ul style="list-style-type: none"> • More than 30% of units: 30 points • 20-30% of units: 20 points • 10-20% of units: 10 points 	One scale for % of units that are less than 80% of the AMI: <ul style="list-style-type: none"> • More than 30% of units: 40 pts • 20-30% of units: 30 pts • 10-20% of units: 20 pts One scale for % of units that are less than 60% of the AMI: <ul style="list-style-type: none"> • More than 30% of units: 50 points • 20-30% of units: 40 points • 10-20% of units: 20 points
Sustainable Site and Open Space Design	
The purpose of this guideline is to encourage sustainable design features into a project. This guideline includes landscaped roofs, rooftop design, energy reduction features, sustainable storm water management practices, and other similar features as design principles that qualify for points.	
Current Guideline	Proposed Guideline

Guideline allowed points for alternative energy (covered by other guidelines)	Alternative energy production removed from this guideline and placed in a separate guideline.
Green Building The Green Building guideline is intended to award projects that are voluntarily going through a certification process offered by an outside entity that measures building performance in terms of sustainability.	
Current Guideline	Proposed Guideline
The current guidelines use ICC (International Code Council) green building standards. This program was selected because it can be reviewed at time of building permit review. However, it is not widely known.	<ul style="list-style-type: none"> The proposal switches to pre-certified LEED (Leadership in Energy and Environmental Design) with no change in points. LEED is more widely known and includes a pre-certification process that is more in line with the City's approval process.
Energy Efficiency This guideline helps incentivize the use of alternative energy production and energy savings building systems.	
Current Guideline	Proposed Guideline
The current guideline awards points based on the % of the buildings anticipated energy consumption is provided by alternative energy. This is difficult to determine on many projects and has not been used.	Allow points based on square feet of solar or geothermal heating/cooling because they can be measured prior to building being constructed and checked through permit and inspection process. 8/18: Preserve points for 100% (net-zero) and 50% renewable energy use. Added allowance for off-site renewable energy if able to demonstrate long-term commitment/contract.
360 Degree Architecture The purpose of this guideline is to incentivize the use of certain design features on multiple sides of buildings and discourage large, blank walls on the side and rear elevations of buildings.	
Current Guideline	Proposed Guideline
The current guideline lists a number of things that define what 360 degree means. The points are awarded based on the number of sides of a building that contain the features.	Add dimensional requirements to each of the design features that qualify so that it is easier to determine whether or not the guideline has been included or not.
Building Materials This guideline incentivizes the use of higher quality building materials on street facing facades than what is required by the TSA zoning district. The TSA zoning district currently requires 80% of street facing, ground floors to be covered in high quality, durable building materials. (8/18: Increased to 90%) A new standard is being added that requires 50% of street facing, upper floors to use high quality building materials. On a 6 story building, this could result in approximately 54% (8/18: 56% with proposed ground floor minimum) of an overall façade using high quality, durable building materials. This guideline awards points if the project exceeds the minimum requirements of the zoning ordinance.	
Current Guideline	Proposed Guideline

<ul style="list-style-type: none"> Limited materials that qualified Low % of total street facing façade 	<ul style="list-style-type: none"> 15 points are available if more than 75% of the overall street facing façade is clad in durable materials. 10 points are available if more than 65% of the overall street facing is clad in durable materials.
Rooftop Design This guideline is intended to add variety to the roof shapes of buildings and add interest to the skyline.	
Current Guideline	Proposed Guideline
Awards points for roof top designs that include sloping roofs and other rooftop design features.	Clarify that a sloping roof has to be visible from a public street to qualify and cannot be hidden behind a parapet wall.
Eyes on the Street Windows, doors, and outdoor space on buildings tend to make public spaces safer and more inviting. This guideline is intended to incentivize building features that accomplish this.	
Current Guideline	Proposed Guideline
The guideline lists but does not provide any dimensional requirements to qualify.	Add a minimum dimension for usable balconies and increase the total points from 10 to 15. 8/18: Dimension proposed is 6 ft depth, 30 sq ft.
Public Art The intent of this guideline is to increase the amount of art in the city that is visible to the public.	
Current Guideline	Proposed Guideline
The current guideline provides points based on the % of a project budget that is allocated for public art. This guideline has not been used and often times total project budget is difficult to determine until construction drawings are complete.	<ul style="list-style-type: none"> Allow points based on the number of public art pieces provided. Public art has to be visible from a public space. A maximum of 6 points are available.
Bicycle Amenities This guideline is intended to increase the bicycle infrastructure in buildings to encourage cycling in the City.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Provides points for providing a bike rack. The zoning ordinance has been changed since this guideline was created and now requires bike racks. 	<ul style="list-style-type: none"> Remove points for bike racks (required by ordinance) Add 30 points for a green bike station. 8/18: Green bike station points no longer proposed.
Access to Transit (8/18: Newly Proposed) This guideline is intended to encourage new development close to TRAX stations.	
Current Guideline	Proposed Guideline

<ul style="list-style-type: none"> Current guidelines provide points simply for being located within certain distances of a TRAX station. 	<ul style="list-style-type: none"> Add points for providing transit passes to residents in multi-family developments for a period of 3 years from initial building occupancy. Verification will need to be provided through the Transportation division which manages transit pass program for City residents.
<p>Midblock Walkways (8/18: Revised to Public Walkways Interior of the Block.) The purpose of this guideline is to encourage the creation of walkways, alleys, and small streets that break up the large city blocks and encourage more walking, biking, and alternative routes for vehicles.</p>	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> The current guideline is worth a limited number of points that do not incentivize providing a midblock walkway. The guideline does not indicate what the minimum width for a walkway should be. 	<ul style="list-style-type: none"> Add minimum widths and increase the points. 30 points would be available if a narrow alley or street is provided. 20 points if it is a walkway that is a minimum of 10 feet in width. <p>Changes to the TSA zoning district are going to require midblock walkways where the walkway is indicated in an adopted master plan or for developments that are more than 200 feet from an intersection.</p>
<p>Parking The parking guideline was initially created to encourage structure parking versus surface parking. The guideline also included basic design guidelines to address the overall design of the structure.</p>	
Current Guideline	Proposed Guideline
<p>Points are based on the % of total parking that is located in a parking structure or below grade.</p> <ul style="list-style-type: none"> 100% of the parking is structured: 50 points 75% of the parking is structured: 40 points 50% of the parking is structured: 25 points. 	<ul style="list-style-type: none"> Changed to parking structure design and % of parking structure wrapped by habitable space or that is wrapped in building materials similar to habitable portion of building. The total available points are limited to 25. <p>Ordinance changes add design requirements for parking structures. This guideline will be above and beyond what is required by ordinance, but may not be necessary depending on the outcome of the proposed ordinance changes.</p>
<p>Shared Parking (Newly Proposed Revision 8/18) This guideline was meant to incentivize projects that shared their parking.</p>	
Current Guideline	Proposed Guideline

<ul style="list-style-type: none"> Points available for sharing parking with other uses, based on approval from Board of Adjustment and specific sharing ratios allowed by the zoning ordinance. Spaces would be shared by two uses that have different peak demand periods. So a use with mostly weekend uses could share parking with a use that generally is only used on weekdays. 	<p>Proposed to remove guideline. These points have not been used by TSA developments and the allowances provided by the zoning ordinance have not generally been conducive to encouraging shared parking arrangements. Existing allowance of off-site parking and low-required parking minimums in the TSA district make sharing parking possible without the special approvals that were required by this guideline.</p>
<p style="text-align: center;">Alternative Parking</p> <p>This guideline was meant to incentivize projects that provided parking for electric vehicles, scooters, and other alternative vehicles.</p>	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Points are available for providing any type of EV stations. <p>Since this guideline was adopted, the City started requiring all new projects to provide EV stations. The City Council is considering making changes so that an actual station is not required, but new buildings will be required to have the conduit and electrical capacity to provide stations.</p>	<ul style="list-style-type: none"> Points provided based on type of EV charging stations. EV stations with the capability of charging vehicles faster receive more points. These changes are in response to the changes in City ordinance.
<p style="text-align: center;">Parking Ratio</p> <p>This is a new guideline that is being proposed. This guideline is an alternative approach to incentivizing projects that provide less parking than what the market is currently providing in transit areas.</p>	
Current Guideline	Proposed Guideline
<p>This is a new guideline being added.</p>	<ul style="list-style-type: none"> Points based on the parking ratio of the project. Residential components of a project receive 25 points if the parking provided is less than 1 stall per unit and 15 points if the ratio is between 1.25 stalls per unit and 1 stall per unit. Non residential projects receive 25 points if the parking ratio is 2 or less stalls for every 1,000 square feet.

Changes to the Approval Process

8/18 Update: Current proposal is a two-tiered process. Administrative approval would require 125 points or more. Developments under 125 points will need to go through the Conditional Building and Site Design review process through the Planning Commission, as currently required for projects under 49 points.

The Planning Division is currently reviewing the point system based on the changes to the guidelines, outcomes of completed projects and identified issues with the current process. The current process creates a three tiered approval process:

0-49 points: Projects are required to be approved by the Planning Commission through the Conditional Building and Site Design (CBSD) review process.

50-99 points: Projects are required to be approved at an administrative public hearing that uses the CBSD review standards to determine if a project should be approved.

100+ points: Projects are approved “**administratively**” at the staff level.

The proposed changes to the approval process include the following changes:

- Exempting single family, two family and three family dwellings from the approval process. These types of projects would not be subject to the development guidelines, but would be required to comply with all zoning regulations.
- Changing from a three tiered process to a two tiered process. The middle tier would be eliminated and projects would either be approved by the Planning Commission after a public hearing or at the staff level.
- Increasing the threshold for administrative approvals. A number of past projects are being re-evaluated based on the proposed changes to the guidelines outlined above. If the results of that evaluation indicate a change in threshold is warranted, a change will be proposed that is based on how the outcome of past projects may have changed and a change in citywide development goals.

There are a number of options:

- Leave the administrative approval threshold at 100.
- Increase the administrative approval threshold based on the results of the re-evaluation. The threshold should be set at a level that can be justified, such as a certain % above the median or mean score.

As of July 7, 2016, a total of 8 completed projects have been re-evaluated using draft alternative guideline scoring. The results are in the below table. The median value of the projects in the table is 100. The mean score is 119, but is heavily influenced by the Eco-Lofts project, which is the highest scoring project in the TSA scoring district. These numbers will be adjusted as other projects are re-evaluated.

Project	Old Score	New Score	Primary Reasons for change in score
Encore 455 East 400 South	151	84	Architecture: -15 Building materials -10 Emphasis on corner building -10 Structured parking: -50 Parking ratio: +15
Seasons on the Boulevard 448 East 400 South	132	83	360 Architecture: -20 Structured parking: -40 Parking ratio 1-1.25: +15
Eco Lofts 444 South 900 East	200	250	33% or more affordable housing: +20 Parking structure below grade: net change of -25 Parking ratio less than 1: +25
West Station Apartments 167 North Harold Street	111	89	360 degree architecture: -20 points
Family Dollar Store 50 North 900 West	103	100	Bike rack: -3
The Lofts at Gateway	120	114	Charging stations: -3

400 West 300 North			Plaza design: -3
North Temple Apartments 664 West North Temple	119	109	Parking structure design: net decrease of 15 Gained a few misc. points
Red Iguana 2 Expansion 872 W South Temple	130	120	360 degree architecture: -20 points Eyes on the Street: +10 points

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B. Transit Station Area District Zoning Code - Clean Draft

21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

- A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.
1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a one-fourth ($\frac{1}{4}$) mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.
 2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas are generally located within one-half ($\frac{1}{2}$) mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is ten (10) dwelling units per acre. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.
1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station and the Library Station.
 2. Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.
 3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. Buildings are often large scale in nature and may have large footprints. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. Connectivity for all modes of travel is important due to the limited street network.
 4. Special Purpose Station (TSA-SP): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix of transit options. Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use.
- C. Review Process: The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference.
1. The following types of development are required to go through this review process:
 - a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or

b. Additions that increase the height of an existing building or change the existing roofline;

c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.

2. Application Process Steps:

a. Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.

b. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.

c. Application Review: Table 21A.26.078C of this section summarizes the application review process. All applications shall be processed as follows:

(1) Tier 1 Planning Commission Review: If a project is assigned a score less than 125 points, the project can only be approved by the planning commission through the Conditional Building and Site Design Review process in chapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative review process.

(2) Tier 2 Administrative Review: The planning director has the authority to approve a project scoring 125 points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate design guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078C APPLICATION REVIEW

Development Score	Review Process
0 - 124 points	Planning Commission Conditional Building and Site Design Review process

125 or more points	Administrative review

- D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city's vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A "station area plan" is a development, land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the design guidelines and development incentives in the "Transit Station Area Development Guidelines" book, hereby adopted by reference. The "Transit Station Area Development Guidelines" shall be amended following the adopted procedures for zoning text amendments in [chapter 21A.50](#), "Amendments", of this title.
1. Formulating The Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. The development standards in subsection F of this section and the design standards in subsection J of this section shall be complied with by all projects and are not calculated in the development score.
 2. Project Review: A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.
 3. Appeals: The development score may be appealed. All appeals of the development score are heard by the planning commission. In hearing the appeal, the planning commission shall hold a public hearing in accordance with section [21A.10.030](#) of this title. In deciding the appeal, the planning commission shall base its decision on its interpretation of the design guidelines, the development score and whether the project complies with the goals of the applicable station area plans and the purposes of the TSA zoning district.
- E. Certificate Of Occupancy: Prior to issuing a certificate of occupancy, a project shall be inspected by the city to determine if the project substantially complies with the development score and, if applicable, any conditions of approval required by the planning commission or planning director. If the project does not receive final approval at the inspection, the project must be brought into compliance with the development score and, if applicable, any conditions of approval required by the planning commission or planning director.

F. Development Standards:

1. Application: The dimensional requirements of this section apply to all new buildings and developments as well as additions to existing buildings. The following development standards apply to the core and transition areas of all station types:
2. Building Height: The minimum and maximum building heights are found in table 21A.26.078G2a, "Building Height Regulations", of this section. Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development, and the composition of the urban form of the block. Minimum building heights in the core area relate to the width of the street, with a minimum ratio of one foot (1') of building height for every three feet (3') of street width. Building height is measured from the finished grade to the highest point of the building. The following exceptions apply:
 - a. The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least ten percent (10%) of the width of the street facing building wall.
 - b. Elevator shafts, parapet walls, and other projections are permitted subject to subsection 21A.36.020C, "Height Exceptions", of this title.
 - c. Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building.

TABLE 21A.26.078G2a
BUILDING HEIGHT REGULATIONS

		Minimum Height ¹	Maximum Height
Urban center:			
	Core	30'	90' ²
	Transition	25'	60'
Urban neighborhood:			
	Core	25'	75'
	Transition	0'	50'
Mixed use employment center:			
	Core	25'	75'
	Transition	0'	60'
Special purpose:			

	Core	25'	75'
	Transition	0'	60'

Notes:

1. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include habitable space. The sloping planes must be clearly visible and create a sloped roof shape. The sloping plans shall not be hidden by a parapet wall.

3. Setbacks:

a. General Standards for Front/Corner Side Yards:

- (1) All portions of the yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped.
- (2) Parking, drive aisles or other paved areas for motor vehicles are prohibited.
- (3) Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.
- (4) Awnings, canopies, arbors, and trellises may be located within any portion of the yard.

b. TABLE 21A.26.078.G2b Setback Standards:

Property Frontage	Front/Corner Side Yard Setback	Side Yard	Rear Yard
400 South	Minimum: 10' Maximum Setback: 15' for 50% of street-facing building facade. Remainder may be setback more than maximum. In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.	Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height. The setback also applies when the TSA zoned property is separated from one of these other zoning districts by an alley and the setback is measured from the TSA property line.	
North Temple	Minimum: none Maximum: 15'		

	<p>At least 50% of the street facing façade must be built to the maximum setback. Front yard setbacks not occupied by building must be landscaped or include usable outdoor space, such as outdoor dining, plazas, courtyards, or other similar usable public space.</p> <p>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.</p>	
300 South, 500 South, 600 East	Minimum: Equal to the average setback of other principal buildings on the same block face.	
Streets with Right-of- Way Width of 50 feet or Less with R- 1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street	Minimum: 25% of lot depth, up to 25'. For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height.	
All Other Streets	Minimum: None At least 50% of the street facing building façade shall be within 5 feet of the front or corner side property line.	

- c. Special Setback Provisions For Properties Adjacent To Jordan River: For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water line as defined in section [21A.34.130](#) of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.

4. Minimum Lot Area And Street Frontage:

TABLE 21A.26.078.F4 MINIMUM LOT AREA AND STREET FRONTAGE STANDARDS

Standard	Required Dimension
Minimum Lot Area	2,500 square feet
Minimum Street Frontage	40 feet

- a. The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.
- b. Any legally existing lot may be developed without having to comply with the minimum lot size or frontage requirements.
5. Open Space: Open space shall be provided at a rate of 1 square foot for every 10 square feet of land area included in the development, up to 5,000 square feet for Core areas, and up to 2,500 square feet for Transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).
6. Circulation And Connectivity:
- a. All parking lots shall comply with the standards in section [21A.44.020](#), "General Off Street Parking Regulations", of this title.
- b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.
- c. Any new development shall provide a midblock walkway if the property is located more than two hundred (200) from a street intersection or if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:
- (1) The midblock walkway must be a minimum of ten (10) feet wide and include a minimum path that is a minimum of six (6) feet wide.

- (2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.

7. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

G. Design Standards:

1. All new construction and additions shall comply with the design standards in Chapter 21A.37.
2. All new construction and additions shall also comply with the following additional design standards:
 - (A) Commercial Use Requirement for Buildings Near Block Corners on 400 South and North Temple: Buildings located within 200 feet of a block corner shall include space on the ground floor to accommodate an allowed commercial use. The commercial space shall extend across 80% of the ground floor façade that is within 200 feet of the block corner and shall be a minimum of 25' in depth. The use shall comply with all other provisions for "Ground Floor Uses" located in Chapter 21A.37. This requirement may be modified through the "Ground Floor Use and Visual Interest" provision in Chapter 21A.37. For the purposes of this subsection, "block corner" means the ninety degree (90°) intersection of private property adjacent to an intersection of a right-of-way at least 130 feet in width with either 400 South or North Temple.
 - (B) EIFS Limitation: Use of Exterior Insulation and Finishing System (EIFS) is not allowed as a building material on the ground floor of street facing building façades. Use of EIFS is allowed for up to 10% of the upper level street facing façades.

(STAFF NOTE: The current design standards from this section have been proposed to be removed from this chapter and incorporated into the proposed design standards of Chapter 21A.37.)

H. Multiple Buildings On A Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building:

1. Complies with the requirements of this chapter;
2. Obtains a separate development score; and
3. Has frontage on a public street.

I. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.

1. Surface Parking Lots On Corner Properties: On corner properties, surface parking lots shall be located behind principal buildings or at least sixty feet (60') from a front and corner side lot lines. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the

front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

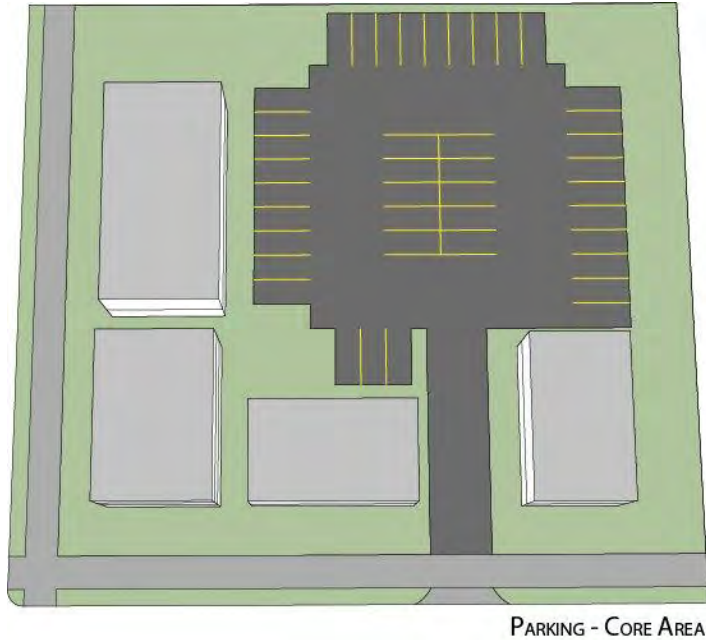
2. Surface Parking In The Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a building, the parking lot shall be:

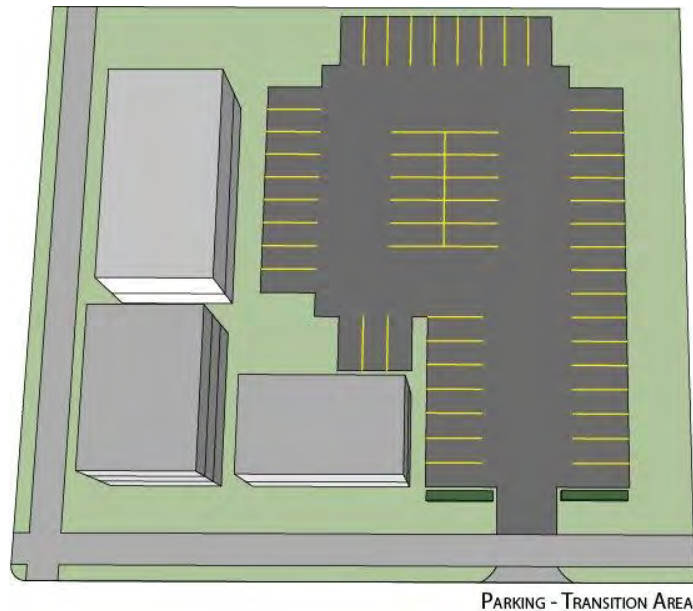
- (1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
- (3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in section [21A.44.020](#), table [21A.44.020](#) of this title.

b. One Driveway And Drive Aisle Per Street Frontage: Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

c. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.
 - a. Requirements: When located to the side of a principal building, the parking lot shall be:
 - (1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.
 - (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
 - b. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in [chapter 21A.48](#) of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.
 6. Other Applicable Standards: All other standards in [chapter 21A.44](#), "Off Street Parking, Mobility And Loading", of this title shall apply.
- J. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.
- K. Developments Over Five Acres:
1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of

transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.

2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. All developments over 5 acres shall only be approved through the Conditional Building and Site Design Review process. The Development Score shall be used to determine if the proposal meets the applicable standards of the Conditional Building and Site Design Review process. A separate development score is required for each new principal building in a development over five (5) acres.
 - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
 - (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
 - (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension. Building walls adjacent to a midblock walkway shall comply with the standards in Chapter 21A.37 that apply to building walls facing a public street..
 - c. Connectivity To Public Streets, Sidewalks, And Bicycle Lanes: In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a "complete street" defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.
 - d. Vehicle Access: Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.

- (1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.
 - (2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.
 - (3) No access drive shall be greater than twenty four feet (24') wide.
 - (4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- e. Internal Circulation: Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.
- (1) Travel Lanes That Connect Parking Areas With A Public Street: All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in section [21A.44.020](#) of this title.
 - (2) Design Speed: The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.
 - (3) Future Access To Adjacent Properties And Rights Of Way: All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
 - (4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
 - (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
 - (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.

(7) Bicycle Paths: A coordinated system of bicycle paths should be provided.

(8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

f. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in section [21A.44.020](#), table [21A.44.020](#) of this title.

g. Open Space: In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.

(1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.

(2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.

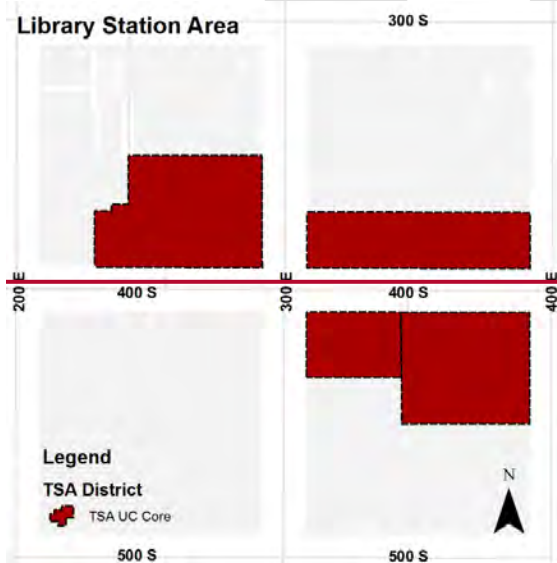
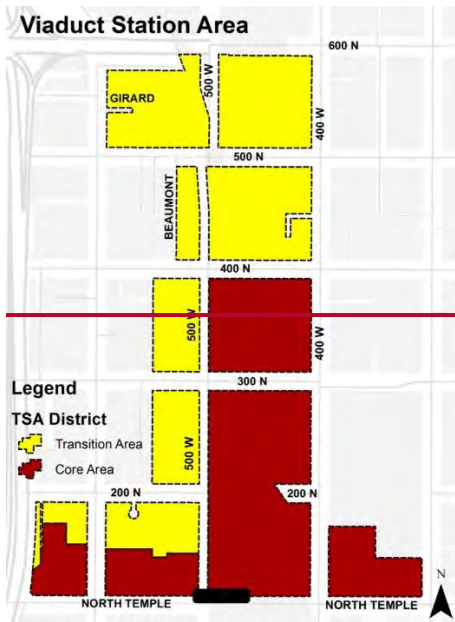
h. Landscaping: All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.

C. Transit Station Area District Zoning Code - Markup Draft

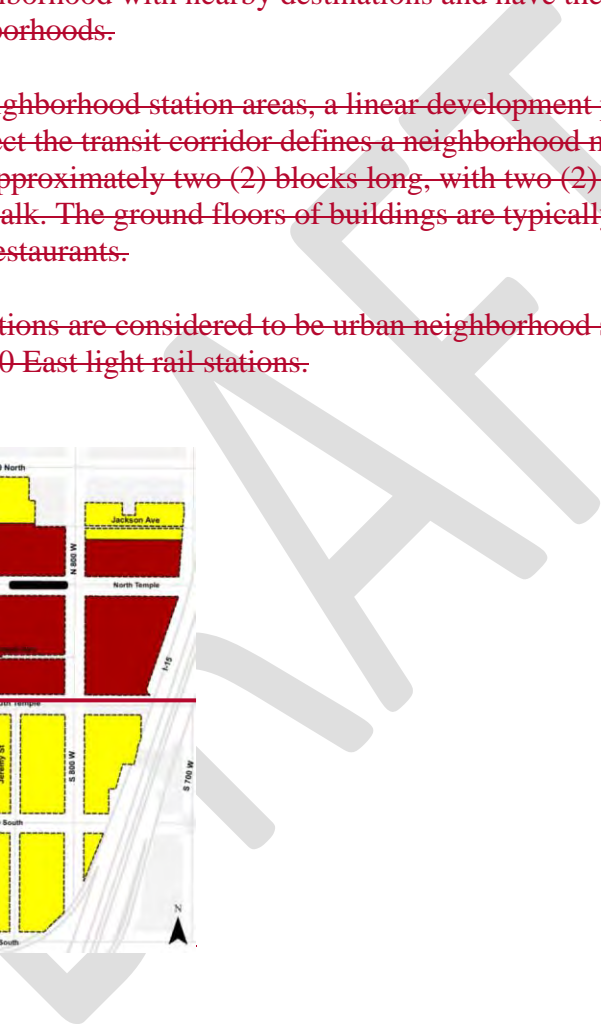
21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

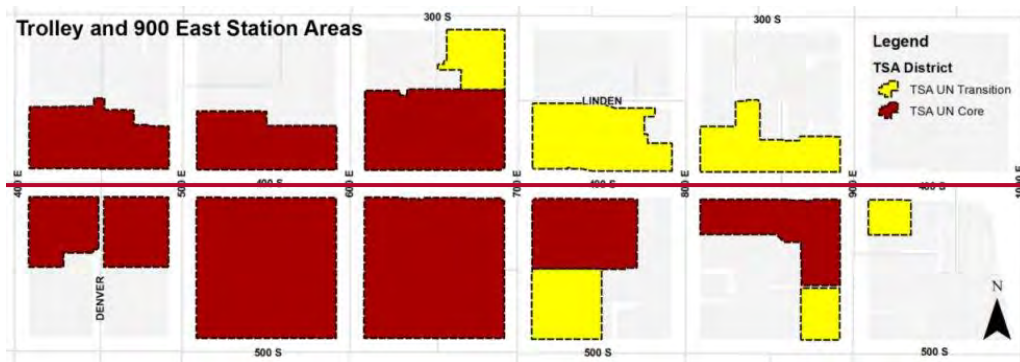
- A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.
1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a one-fourth ($\frac{1}{4}$) mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.
 2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas are generally located within one-half ($\frac{1}{2}$) mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is ten (10) dwelling units per acre. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. ~~Each station area typically will include a core area, where the most intense development will occur, and a transition area, which is intended to create a buffer area between the core and those areas with generally lower intensities and densities. Prior to classifying a transit station into a specific type, a specific area plan must be adopted by the city council prior to applying this zoning district to a geographic area. Only those stations that have an adopted plan that is supported by the regulations in this section will be classified.~~ Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.
1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. ~~The intensity level of the area is characterized by a twenty four (24) hour population, active streetscapes, defined street walls and the presence of multiple types of public transit or as a node where several rail transit lines converge. Development generally occurs on vacant parcels or through redevelopment of underutilized parcels. The station area has a compact, dense, interconnected and walkable development pattern. Large scale development occurs closer to the station platforms; and is scaled back as it gets closer to less intense areas. Building forms vary, but are typically oriented to the pedestrian, are multiple stories in height, and contain a horizontal and vertical mix of land uses. Buildings up to ten (10) stories in height are allowed in the core, while buildings in the transition zone are approximately half that size. The station area contains a number of regional attractions, such as destination retail, employment, dining and entertainment and a high level of pedestrian activity. A variety of dense housing options exist. Development includes civic amenities, such as public gathering places. Uses that help implement the vision for the station and that area commonly found in an intense urban area are appropriate.~~ The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station and the Library Station.

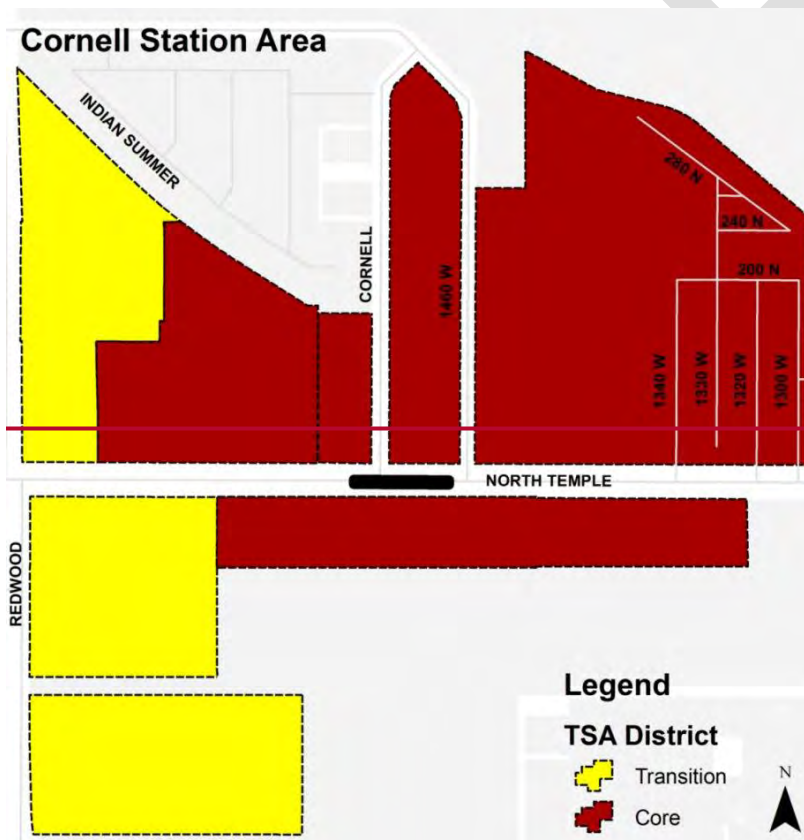
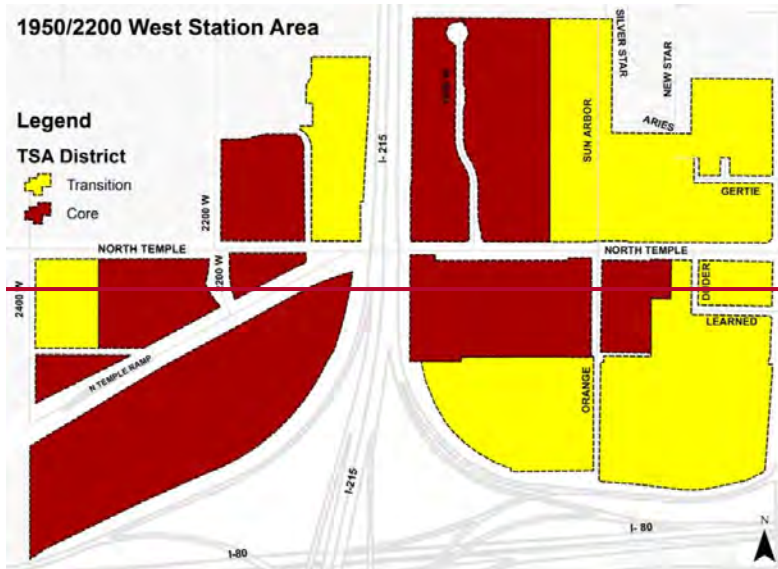


2. Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. ~~Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial changes may add density and intensity in compact~~



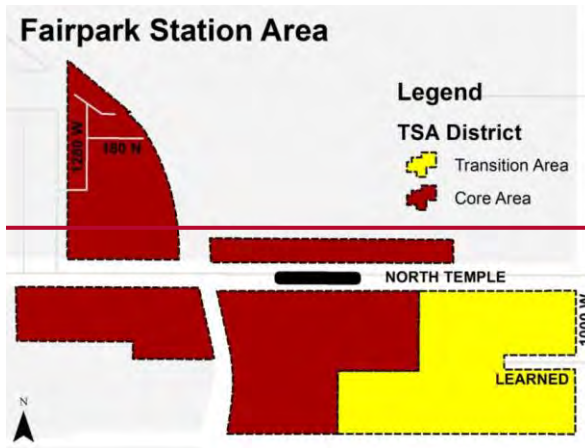


3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. ~~These areas generally start with a campus style development pattern and are dominated by a single type of use that generally employs a high number of people.~~ Buildings are often large scale in nature and may have large footprints. ~~New development occurs on vacant parcels. Redevelopment occurs on surface parking lots, underutilized land, or as additions to existing buildings as businesses expand.~~ The primary mode of circulation is by automobile, but the area is served by at least two (2) types of mass transit which provides alternative modes of transportation for employees. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. ~~The area is likely to have large blocks and lacks a consistent street network.~~ Connectivity for all modes of travel is important due to the limited street network. ~~The following stations are considered to be mixed use employment center stations: 1950 West, 2200 West, and the Cornell light rail stations.~~



4. Special Purpose Station (TSA-SP): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix

of transit options, ~~usually light rail or bus. New development is limited due to the nature of the primary function of the area, but redevelopment of underutilized parcels is likely to occur.~~ Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use. ~~The following stations are considered to be special purpose stations: Fairpark light rail station.~~



C. Review Process: ~~The intent of the review process is to make the process for desirable development easy to realize in a relatively quick time frame. The review process focuses on building forms and their relationship to adjacent buildings, the public street, transit and other public spaces.~~ The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference. ~~The construction of new buildings require a development score.~~

1. The following types of development are required to go through this review process:

a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or

b. Additions that increase the height of an existing building or change the existing roofline;

c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.

12. Application Process Steps:-

- a.** Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.
- 2b.** Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.
- 3c.** Application Review: Table 21A.26.078C of this section summarizes the application review process. All applications shall be processed as follows:

 - (1)a.** Tier 1 Planning Commission Review: If a project is assigned a score less than ~~50~~ 125 points, the project can only be approved by the planning commission through the ~~e~~Conditional ~~B~~building and ~~S~~site ~~D~~esign ~~r~~Review process in ~~chapter 21A.59~~ of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative ~~hearing-review~~ process.
 - ~~b. Tier 2 Administrative Hearing: A project that has a development score between 50 and 99 points is eligible for an administrative hearing. Any project being reviewed at an administrative hearing shall be reviewed using the standards found in section 21A.59.060, "Standards For Design Review", of this title.~~

 - ~~(1) Notice And Posting Requirements: Notice of the administrative hearing shall be done in accordance with subsection 21A.10.020B1, "Conditional Building And Site Design Review", of this title.~~
 - ~~(2) Administrative Hearing: After consideration of the information received from the applicant and any other interested party, the planning director, or designee may approve, approve with conditions, deny or refer the matter to the planning commission.~~
 - ~~(3) Appeals Of Administrative Hearing Decision: Any person aggrieved by the decision made by the planning director or designee at an administrative hearing may appeal the decision to the Salt Lake City planning commission by filing notice of appeal within ten (10) days after the record of decision is published. The notice shall state the reason(s) for the appeal. Reason(s) for the appeal shall be based upon procedural error, the development score of the project or the criteria set forth in section 21A.59.060, "Standards For Design Review", of this title.~~

~~€(2)-~~Tier ~~3-2~~ Administrative Review: The planning director has the authority to approve a project scoring ~~100-125~~ points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate design guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078C APPLICATION REVIEW

Development Score	Review Process
0 - 49-124 points	Planning C ommission C onditional B uilding and S ite D esign R eview process
50 – 99 points –	Administrative hearing process –
100-125 or more points	Administrative review

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city's vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A "station area plan" is a development, land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the design guidelines and development incentives in the "Transit Station Area Development Guidelines" book, hereby adopted by reference. The "Transit Station Area Development Guidelines" shall be amended following the adopted procedures for zoning text amendments in chapter 21A.50, "Amendments", of this title. ~~Each design guideline is assigned a value.~~

1. Formulating The Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. ~~The planning director shall evaluate each project in the transit station area zone and assign a development score.~~ The development standards in subsection ~~FG~~ of this section and the design standards in subsection J of this section shall be complied with by all projects and are not calculated in the development score.

~~2. Using The Score: Every development is required to meet a minimum development score. The minimum score represents a percentage of the total points possible.~~

~~32.~~ Project Review: A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.

43. Appeals: ~~An applicant may appeal the~~ The development score may be appealed. All appeals of the development score are heard by ~~to~~ the planning commission. In hearing the appeal, the planning commission shall hold a public hearing in accordance with section 21A.10.030 of this title. In deciding the appeal, the planning commission shall base its decision on its interpretation of the design guidelines, the development score and whether the project complies with the goals of the applicable station area plans and the purposes of the TSA zoning district.

E. Certificate Of Occupancy: Prior to issuing a certificate of occupancy, a project shall be inspected by the city to determine if the project substantially complies with the development score and, if applicable, any conditions of approval required by the planning commission; ~~administrative hearing officer~~ or planning director. If the project does not receive final approval at the inspection, the project must be brought into compliance with the development score and, if applicable, any conditions of approval required by the planning commission; ~~administrative hearing officer~~ or planning director.

~~F. Prohibited Uses: The intent of this section is to identify those land uses that are not compatible with transit-oriented development due to the nature of the use, the land requirements of the use, or the potential impacts of the use. Uses listed in table 21A.26.078F of this section and that have an "X" in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited. All other uses are permitted.~~

~~TABLE 21A.26.078F PROHIBITED USES~~

Use	Urban Center		Urban Neighborhood		Mixed-Use Employment Center		Special Purpose	
	Core	Transit	Core	Transit	Core	Transit	Core	Transit
Airport	X	X	X	X	X	X	X	X
Ambulance service (indoor)	X	X	X	X	X	X	X	X
Ambulance service (outdoor)	X	X	X	X	X	X	X	X
Amusement park	X	X	X	X	X	X	-	-
Animal kennel	X	X	X	X	-	-	-	-

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Animal pound–	X–	X–	X–	X–	X–	X–	X–	X–
Animal, raising of furbearing animals–	X–	X–	X–	X–	X–	X–	X–	X–
Animal stable (private)–	X–	X–	X–	X–	X–	X–	X–	X–
Animal stable (public)–	X–	X–	X–	X–	X–	X–	-	-
Animal stockyard–	X–	X–	X–	X–	X–	X–	X–	X–
Auction (indoor)–	X–	X–	X–	X–	X–	X–	-	-
Auction (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Blacksmith shop–	X–	X–	X–	X–	X–	X–	X–	X–
Bottling plant–	X–	X–	X–	X–	X–	X–	X–	X–
Building materials distribution–	X–	X–	X–	X–	X–	X–	X–	X–
Bus yards and repair facility–	X–	X–	X–	X–	X–	X–	X–	X–
Car wash–	X–	X–	X–	X–	X–	-	X–	X–
Car wash as accessory use to gas station or convenience store that sells gas–	X–	X–	X–	X–	X–	X–	X–	X–
Cemetery–	X–	X–	X–	X–	X–	X–	X–	X–
Check cashing/payday loan business–	X–	X–	X–	X–	X–	X–	X–	X–

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Chemical manufacturing and storage—	X—	X—	X—	X—	X—	X—	X—	X—
Commercial parking lots not located in a parking structure—	X—	X—	X—	X—	X—	-	X—	-
Community correction facility, large—	X—	X—	X—	X—	X—	X—	X—	X—
Community correction facility, small—	X—	X—	X—	X—	X—	X—	-	X—
Concrete manufacturing—	X—	X—	X—	X—	X—	X—	X—	X—
Contractor's yard/office—	X—	X—	X—	X—	X—	X—	X—	X—
Drop forge industry—	X—	X—	X—	X—	X—	X—	X—	X—
Dwelling, single family (detached)—	X—	-	X—	-	X—	-	X—	-
Equipment, heavy (rental, sales, service)—	X—	X—	X—	X—	X—	X—	X—	X—
Equipment rental (outdoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Explosives manufacturing and storage—	X—	X—	X—	X—	X—	X—	X—	X—
Extractive industries—	X—	X—	X—	X—	X—	X—	X—	X—
Financial institution, with	X—	X—	X—	X—	X—	X—	X—	X—

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drive-through facility–								
Flammable liquids or gases, heating fuel distribution and storage–	X–	X–	X–	X–	X–	X–	X–	X–
Food processing–	X–	X–	X–	X–	X–	-	X–	-
Gas stations–	X–	X–	X–	X–	X–	X–	X–	-
Heavy manufacturing–	X–	X–	X–	X–	X–	X–	X–	X–
Homeless shelters–	X–	X–	X–	X–	X–	X–	X–	X–
Impound lot–	X–	X–	X–	X–	X–	X–	X–	X–
Incinerator medical waste/hazardous waste–	X–	X–	X–	X–	X–	X–	X–	X–
Industrial assembly–	X–	X–	X–	X–	-	-	-	-
Jails–	X–	X–	X–	X–	X–	X–	X–	X–
Landfill–	X–	X–	X–	X–	X–	X–	X–	X–
Limousine service (large)–	X–	X–	X–	X–	X–	X–	X–	X–
Limousine service (small)–	X–	X–	X–	X–	X–	X–	X–	X–
Manufactured/mobile home sales and service–	X–	X–	X–	X–	X–	X–	X–	X–
Manufacturing and processing, food–	X–	X–	X–	-	-	-	-	-

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Manufacturing, concrete or asphalt–	X–	X–	X–	X–	X–	X–	X–	X–
Manufacturing, light–	X–	X–	X–	X–	-	-	-	-
Package delivery facility–	X–	X–	X–	X–	X–	X–	X–	X–
Paint manufacturing–	X–	X–	X–	X–	X–	X–	X–	X–
Poultry farm or processing–	X–	X–	X–	X–	X–	X–	X–	X–
Printing plant–	X–	-	X–	X–	-	-	-	-
Railroad freight terminal facility–	X–	X–	X–	X–	X–	X–	X–	X–
Railroad repair shop–	X–	X–	X–	X–	X–	X–	X–	X–
Recreational vehicle park–	X–	X–	X–	X–	X–	X–	X–	X–
Recycling processing center (indoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Recycling processing center (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Refinery, petroleum products–	X–	X–	X–	X–	X–	X–	X–	X–
Restaurant with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Retail goods establishment	X–	X–	X–	X–	X–	X–	X–	X–

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with drive-through facility–								
Retail services establishment with drive-through facility–	X–	X–	X–	X–	X–	X–	X–	X–
Reverse vending machines–	X–	X–	X–	X–	X–	X–	X–	X–
Rock, sand and gravel storage and distribution–	X–	X–	X–	X–	X–	X–	X–	X–
Sexually oriented business–	X–	X–	X–	X–	X–	X–	X–	X–
Sign painting/fabrication–	X–	X–	X–	X–	X–	X–	X–	X–
Slaughterhouse –	X–	X–	X–	X–	X–	X–	X–	X–
Stadium–	-	X–	-	X–	-	X–	-	-
Storage, miniwarehouse –	X–	X–	X–	X–	X–	-	X–	-
Storage (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Storage, public (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Store, pawnshop–	X–	X–	X–	X–	X–	X–	X–	X–
Store, superstore and hypermarket–	X–	X–	X–	X–	X–	-	X–	-

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Store, warehouse club—	X—	X—	X—	X—	X—	-	X—	-
Taxicab facility—	X—	X—	X—	X—	X—	X—	X—	X—
Theater, live performance—	-	X—	-	X—	-	X—	-	-
Theater, movie—	-	X—	-	X—	-	X—	-	X—
Tire distribution retail/wholesale -	-	X—	X—	X—	X—	X—	X—	X—
Transportation terminal, including bus, rail and trucking—	X—	X—	X—	X—	X—	X—	X—	X—
Truck freight terminal—	X—	X—	X—	X—	X—	X—	X—	X—
Truck stop—	X—	X—	X—	X—	X—	X—	X—	X—
Trucking, repair, storage, etc. associated with extractive industries—	X—	X—	X—	X—	X—	X—	X—	X—
Utility, electric generation facility—	X—	X—	X—	X—	X—	X—	X—	X—
Utility, sewage treatment plant—	X—	X—	X—	X—	X—	X—	X—	X—
Utility, solid waste transfer station—	X—	X—	X—	X—	X—	X—	X—	X—

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Vehicle, auction—	X—	X—	-	X—	X—	X—	X—	X—
Vehicle, auto repair (major)—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle auto repair (minor)—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, automobile and truck repair—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, automobile and truck sales and rental (including large truck)—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, automobile rental agency—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle automobile sales/rental and service (indoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, automobile salvage and recycling (indoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, automobile salvage and recycling (outdoor)—	X—	X—	X—	X—	X—	X—	X—	X—
Vehicle, boat/recreational vehicle sales and service—	X—	X—	X—	X—	X—	X—	X—	X—

Vehicle, truck repair (large)–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, truck sales and rental–	X–	X–	X–	X–	X–	X–	X–	X–
Warehouse–	X–	X–	X–	X–	X–	-	X–	-
Welding shops–	X–	X–	X–	X–	X–	X–	X–	X–
Wholesale distribution–	X–	X–	X–	X–	X–	-	X–	X–
Woodworking mill–	X–	X–	X–	-	X–	-	X–	-
Zoological park–	X–	X–	X–	X–	X–	X–	-	-

~~1. Existing Uses And Buildings: A use located within a station area legally existing at the time that this zoning district was adopted, but listed as a prohibited use in this subsection F, shall be considered a legal nonconforming use. A structure legally existing at the time this section was adopted, but not conforming to the standards in this chapter, shall be considered a legal noncomplying structure. Any legal nonconforming use or legal noncomplying structure is subject to chapter 21A.38 of this title.~~

GF. Development Standards:

~~1. Intent: The purpose of the following development standards is to promote an intense and efficient use of land at increased densities in the station areas. The development standards are intended to create a safe and pleasant environment near transit stations by encouraging an intensive area of mixed use development and activities, pedestrian amenities and by limiting conflicts between vehicles and pedestrians. Development standards are intended to create a reasonably continuous building edge that defines the exterior spatial enclosure of the street or open space and protect adjacent low density residential zoning districts. With some exceptions, buildings line a street at or near the public right of way to the greatest extent possible.~~

~~21.~~ **21.** Application: The dimensional requirements of this section apply to all new buildings and developments as well as additions to existing buildings. The following development standards apply to the core and transition areas of all station types:

~~a2.~~ **a2.** Building Height: The minimum and maximum building heights are found in table **21A.26.078G2a**, "Building Height Regulations", of this section. Height limits are intended to control the overall scale of buildings, the compatibility with adjacent

development, and the composition of the urban form of the block. Minimum building heights in the core area relate to the width of the street, with a minimum ratio of one foot (1') of building height for every three feet (3') of street width. Building height is measured from the finished grade to the highest point of the building. The following exceptions apply:

- ~~(1)~~**a.** The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least ten percent (10%) of the width of the street facing building wall.
- ~~(2)~~**b.** Elevator shafts, parapet walls, and other projections are permitted subject to subsection **21A.36.020C**, "Height Exceptions", of this title.
- ~~(3)~~**c.** Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building.

TABLE 21A.26.078G2a
BUILDING HEIGHT REGULATIONS

		Minimum Height ¹	Maximum Height
Urban center:			
	Core	30'	90' ²
	Transition	25'	60'
Urban neighborhood:			
	Core	25'	75'
	Transition	0'	50'
Mixed use employment center:			
	Core	25'	75'
	Transition	0'	60'
Special purpose:			
	Core	25'	75'
	Transition	0'	60'

Notes:

1. Minimum building heights apply to those properties with frontage on the street where fixed

rail transit is located.

2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include habitable space. The sloping planes must be clearly visible and create a sloped roof shape. The sloping plans shall not be hidden by a parapet wall.

~~b3. Setbacks: Required building setbacks promote streetscapes that are consistent with the desired character of the street and various station typologies and its core and transition areas. Building setbacks create a safe environment that is inviting to pedestrians and transit users and maintain light, air and potential privacy for adjacent residential uses. In some instances, the setbacks limit the building envelope where the existing development pattern would be negatively impacted by taller buildings.~~

~~a. General Standards for Front/Corner Side Yards:~~

- ~~(1) All portions of the yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped.~~
- ~~(2) Parking, drive aisles or other paved areas for motor vehicles are prohibited.~~
- ~~(3) Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.~~
- ~~(4) Awnings, canopies, arbors, and trellises may be located within any portion of the yard.~~

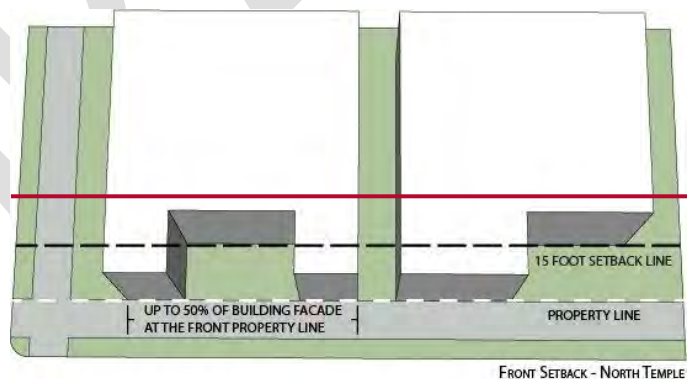
~~b. TABLE 21A.26.078.G2b Setback Standards:~~

<u>Property Frontage</u>	<u>Front/Corner Side Yard Setback</u>	<u>Side Yard</u>	<u>Rear Yard</u>
<u>400 South</u>	<u>Minimum: 10'</u> <u>Maximum Setback: 15' for 50% of street-facing building facade. Remainder may be setback more than maximum.</u> <u>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.</u>	<u>Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height. The setback also applies when the TSA zoned property is separated from one of these other zoning districts by an alley and the setback is measured from the TSA property line.</u>	
<u>North Temple</u>	<u>Minimum: none</u> <u>Maximum: 15'</u>		

	<p><u>At least 50% of the street facing façade must be built to the maximum setback. Front yard setbacks not occupied by building must be landscaped or include usable outdoor space, such as outdoor dining, plazas, courtyards, or other similar usable public space.</u></p> <p><u>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.</u></p>	
<u>300 South,</u> <u>500 South,</u> <u>600 East</u>	<p><u>Minimum: Equal to the average setback of other principal buildings on the same block face.</u></p>	
<u>Streets with</u> <u>Right-of-</u> <u>Way Width</u> <u>of 50 feet or</u> <u>Less with R-</u> <u>1, R-2, SR,</u> <u>RMF-30,</u> <u>RMF-35 or</u> <u>RMF-45</u> <u>zoning</u> <u>district on</u> <u>either side of</u> <u>the street</u>	<p><u>Minimum: 25% of lot depth, up to 25'.</u></p> <p><u>For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height.</u></p>	
<u>All Other</u> <u>Streets</u>	<p><u>Minimum: None</u></p> <p><u>At least 50% of the street facing building façade shall be within 5 feet of the front or corner side property line.</u></p>	

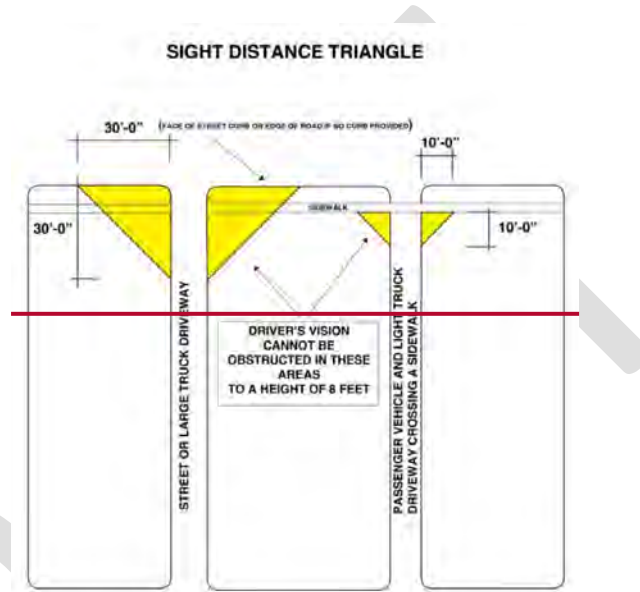
~~(1) Front And Corner Yard Setback: Except as indicated below, there is no minimum setback. If a setback is provided, at least fifty percent (50%) of the street facing building facade shall be located within five feet (5') of the front property line unless a larger setback is required below. All portions of a front yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped. Parking, drive aisles or other paved areas for motor vehicles are prohibited. Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.~~

~~(A) North Temple Boulevard: The front yard setback along North Temple Boulevard shall be fifteen feet (15') for a minimum of fifty percent (50%) of the width of the street facing facade. Up to fifty percent (50%) of a street facing facade may encroach up to the front property line. In this case, the area not occupied by the building footprint must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar usable public space or use. Setbacks over fifteen feet (15') are not allowed. In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is constructed or with additions that increase the gross building square footage by more than fifty percent (50%).~~



~~(B) 400 South/University Boulevard: The front yard setback along 400 South/University Boulevard shall be a minimum of fifteen feet (15'). In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is constructed or with additions that increase the gross building square footage by more than fifty percent (50%).~~

~~(C) Streets With A Right Of Way Of Fifty Feet Or Less: When located on a street with a right of way fifty feet (50') or less with an R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street, a minimum setback of twenty five percent (25%) of the lot depth but no more than twenty five feet (25') is required. For buildings taller than twenty five feet (25'), the setback shall increase two feet (2') for every foot of height above twenty five feet (25') in height. Buildings may be stepped so taller portions of the building are farther away from the front property line.~~



~~(D) Special Front Yard Setback Provisions For Properties That Front On 300 South, 500 South Or 600 East: For properties that front on 300 South, 500 South or 600 East, the front yard setback shall be equal to the average front yard setback for properties located along the same block face.~~

~~(2) Side Yard Setback:~~

~~(A) Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to subsection L of this section.~~

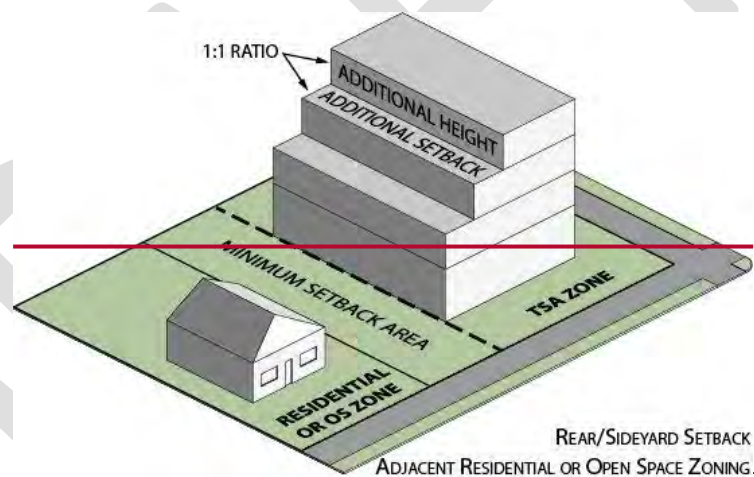
~~(B) Side yard setback when adjacent to certain zoning districts:~~

~~(i) Core Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum side yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings~~

~~may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~

~~(ii) Transition Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum side yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30 or RMF-35 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~

~~(iii) Side Yard Setback When Adjacent To All Other Districts: No minimum side yard required.~~



~~(3) Rear Yard Setback:~~

~~(A) Rear yard setback when adjacent to certain zoning districts:~~

~~(i) Core Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum rear yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear~~

property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.

~~(ii) Transition Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum rear yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30 or RMF-35 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~

~~(iii) Rear Yard Setback When Adjacent To All Other Districts: No minimum rear yard required.~~

~~(4)c.~~ Special Setback Provisions For Properties Adjacent To Jordan River: For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water line as defined in section 21A.34.130 of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.

~~e4.~~ Minimum Lot Area And Street Frontage ~~Requirements:~~

TABLE 21A.26.078.F4 MINIMUM LOT AREA AND STREET FRONTAGE STANDARDS

<u>Standard</u>	<u>Required Dimension</u>
<u>Minimum Lot Area</u>	<u>2,500 square feet</u>
<u>Minimum Street Frontage</u>	<u>40 feet</u>

~~(1)a.~~ The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.

~~(2)b.~~ Any legally existing lot may be developed without having to comply with the minimum lot size or frontage requirements.

~~(3) The minimum lot area for all areas of the TSA zoning district is two thousand five hundred (2,500) square feet.~~

~~(4) All subdivisions of land or combination of parcels must have a minimum of forty feet (40') of street frontage.~~

~~d5. Open Space: In order to provide space for passive and active recreation, public and private use, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, open space is required for all new developments. Open space shall be provided at a rate of 1 square foot for every 10 square feet of land area included in the development, up to 5,000 square feet for Core areas, and up to 2,500 square feet for Transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).~~

~~(1) Core Area:~~

~~(A) Within the core area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity.~~

~~(B) A minimum of ten percent (10%) of the land area up to five thousand (5,000) square feet.~~



~~(2) Transition Area:~~

~~(A) Within the transition area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop gardens and terraces, community gardens and other similar types of amenities.~~

~~(B) The minimum open space requirement is ten percent (10%) of the land area up to two thousand five hundred (2,500) square feet.~~

~~(3) Access To Open Space: All required open space shall be accessible to the users of the building(s).~~

~~e6. Circulation And Connectivity: Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.~~

~~(4)-a.~~ All parking lots shall comply with the standards in section 21A.44.020, "General Off Street Parking Regulations", of this title.

~~(2)-b.~~ Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.

~~c. Any new development shall provide a midblock walkway if the property is located more than two hundred (200) from a street intersection or if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:~~

~~(1) The midblock walkway must be a minimum of ten (10) feet wide and include a minimum path that is a minimum of six (6) feet wide.~~

~~(2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.~~

~~7. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.~~

~~H. Residential Densities:~~

~~1. Core area: No maximum.~~

~~2. Transition area: No maximum.~~

~~I. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.~~

~~JG. Design Standards:~~

~~1. All new construction and additions shall comply with the design standards in Chapter 21A.37.~~

~~2. All new construction and additions shall also comply with the following additional design standards:~~

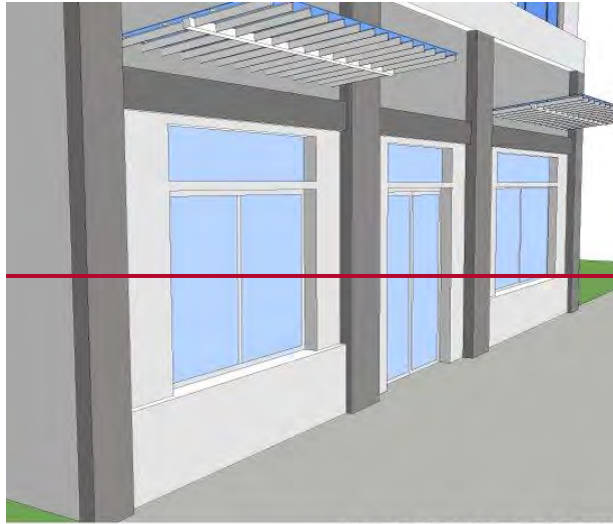
~~(A) Commercial Use Requirement for Buildings Near Block Corners on 400 South and North Temple: Buildings located within 200 feet of a block corner shall include space on the ground floor to accommodate an allowed commercial use. The commercial space shall extend across 80% of the ground floor façade that is within 200 feet of the~~

block corner and shall be a minimum of 25' in depth. The use shall comply with all other provisions for “Ground Floor Uses” located in Chapter 21A.37. This requirement may be modified through the “Ground Floor Use and Visual Interest” provision in Chapter 21A.37. For the purposes of this subsection, “block corner” means the ninety degree (90°) intersection of private property adjacent to an intersection of a right-of-way at least 130 feet in width with either 400 South or North Temple.

- (B) EIFS Limitation: Use of Exterior Insulation and Finishing System (EIFS) is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS is allowed for up to 10% of the upper level street facing facades.

(STAFF NOTE: The current design standards from this section have been proposed to be removed from this chapter and incorporated into the proposed design standards of Chapter 21A.37.)

- ~~1. Purpose: Design standards create the fundamental characteristics of a transit-oriented district and the basic design elements required for a successful transit station area. Design standards are intended to provide a safe and interesting walkable environment by connecting ground floor uses adjacent to the sidewalk areas, by encouraging the continuity of retail and service uses, providing surveillance opportunities on the street and public open spaces and framing the street by bringing portions of buildings up to the sidewalk. All buildings shall be designed for the context and character of the project and how they interact visually, functionally, and socially with the context of the public environment.~~
- ~~2. Application: The following design standards apply to all projects within the core and transition areas of all station area types:
 - ~~a. Building Walls Adjacent To A Street: Street facing building facades shall provide architectural variety and scale. Changes in plane, color, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. Building walls parallel to a public street and greater than thirty feet (30') in length shall be broken up by architectural features such as bay windows, recessed entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature may be either recessed or project a minimum of twelve inches (12").~~~~



ARCHITECTURAL VARIETY AND SCALE

- ~~b. Ground Floor Building Materials: Other than ground windows and doors, eighty percent (80%) of the remaining ground floor wall area shall be clad in durable materials. Durable materials include brick, masonry, textured or patterned concrete and/or cut stone. Other materials may be used as accent or trim provided they cover twenty percent (20%) or less of the ground floor adjacent to a street.~~
- ~~c. Ground Floor Glass And Transparency: All street facing elevations of a development shall be designed so that the first floor street facing facade has at least sixty percent (60%) clear glass between three (3) and eight feet (8') above grade to allow pedestrians to view activities inside the building or lighted display windows. There must be visual clearance behind the glass for a minimum of two feet (2'). Three dimensional display windows at least two feet (2') deep are permitted and may be counted toward the sixty percent (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 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 not have less than sixty percent (60%) glass surfaces. The reflectivity in glass shall be limited to eighteen percent (18%) as defined by ASTA standards. The planning director may approve a modification to this requirement if the planning director finds:~~
- ~~(1) The requirement would negatively affect the historic character of the building, or~~
 - ~~(2) The requirement would negatively affect the structural stability of the building;~~
 - ~~(3) The ground level of the building is occupied by residential uses, in which case the sixty percent (60%) glass requirement may be reduced to forty percent (40%).~~

~~Any appeal of an administrative decision made pursuant to this subsection may be made to the planning commission.~~

- ~~d. Building Entrances: The intent of regulating building entrances is to promote security on the street and public spaces by providing frequent points of access and sources of activity. Functional entrances to nonresidential uses should be located at an average of seventy five feet (75') or less from one another. At least one operable building entrance per elevation facing a public street shall be provided. Each ground floor leasable space is required to have an operable entrance facing the street and a walkway to the sidewalk. If a plaza or open space is provided as part of the development, a minimum of one entrance opening onto the plaza or open space shall be provided. This entrance shall be counted toward the spacing of functional entrances identified in this section and may count as the primary entrance to the building. All street facing building entrances shall be functional entrances and shall not be limited to emergency or employee entrances.~~
- ~~e. Ground Floor Residential Uses: The interior floor elevation of ground floor residential units in the core area shall be a minimum of two feet (2') and a maximum of five feet (5') above grade. Dwelling units located on the ground floor and facing a public or private street shall have a minimum of one primary entrance facing the street in the core area. The facades of all buildings in the core and transition areas with ground floor residential uses shall feature elements that signal habitation such as windows, entrances, stairs, porches, bay windows, and balconies that are visible from the public street. Attached single family dwellings, townhomes, row houses, and other similar housing types shall have a primary entrance facing the street for each unit adjacent to a street. Units may have their primary entrance located on a courtyard, mid block walkway, or other similar area if the street facing facades have a primary entrance facing the street.~~
- ~~f. Parking Structures: The intent of regulating parking structures is to minimize the visual impact of the structure and the cars parking within it, and to reduce their impact on the ground floors adjacent to public sidewalks and streets. Parking structures are permitted within the core and transition areas provided:~~
- ~~(1) The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, residential leasing office, restaurant, etc. Parking is permitted behind the ground floor uses. If the ground floor does not include active use, then the structure must be set back behind a building or be a minimum of sixty feet (60') from a property line adjacent to a public street or sidewalk.~~
 - ~~(2) The levels of parking above the first level facing the front or corner side lot line shall have horizontal floors and/or facades and not sloped.~~

~~(3) The levels of parking above the second level shall be designed to effectively screen the vehicles so they are not readily visible from an adjacent street.~~

~~(4) Below grade parking structures for structures with ground floor residential uses may extend a maximum of five feet (5') above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).~~

~~g. Mechanical Equipment: All roof mounted mechanical and electrical equipment, communication antennas or dishes shall be enclosed, screened, organized, designed and located to be out of view from streets and public spaces. The parapet or enclosure shall be equal to or greater than the height of the equipment to be screened to reduce equipment noise and odors, and other impacts onto adjacent uses and maintain the integrity of overall architectural character and scale of the building. Mechanical equipment may be located on the ground provided it is behind the building, screened and not located in a required rear yard or side yard setback. Utility boxes are subject to section 21A.40.160, "Ground Mounted Utility Boxes", of this title.~~

~~h. Service Areas: Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot (1') higher than the object being screened. Dumpsters must be located a minimum of twenty five feet (25') from any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building.~~

KH. Multiple Buildings On A Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building:

1. Complies with the requirements of this chapter;
2. Obtains a separate development score; and
3. Has frontage on a public street.

~~-meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained.~~

LI. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.

1. Surface Parking Lots ~~And Structures~~ On Corner Properties: On corner properties, surface parking lots ~~and structures~~ shall be located behind principal buildings or at least sixty feet

(60') from a front and corner side lot lines. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

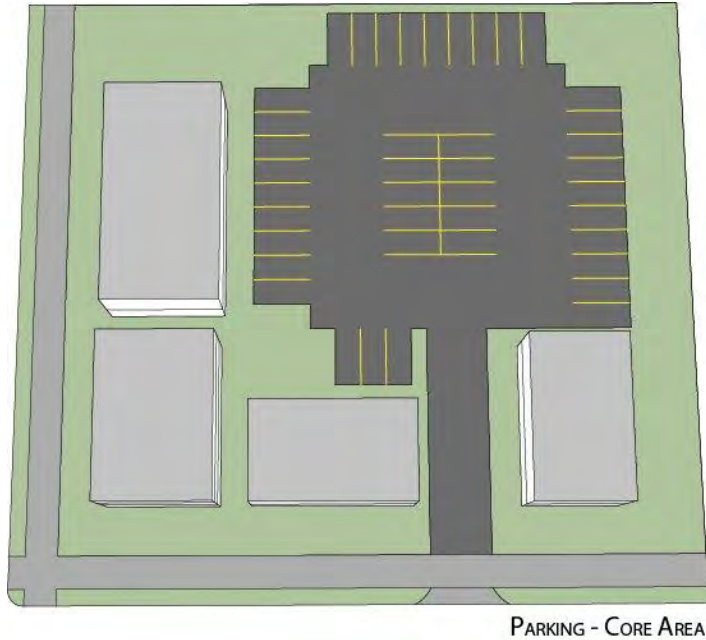
2. Surface Parking In The Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.

a. Requirements: When located to the side of a building, the parking lot shall be:

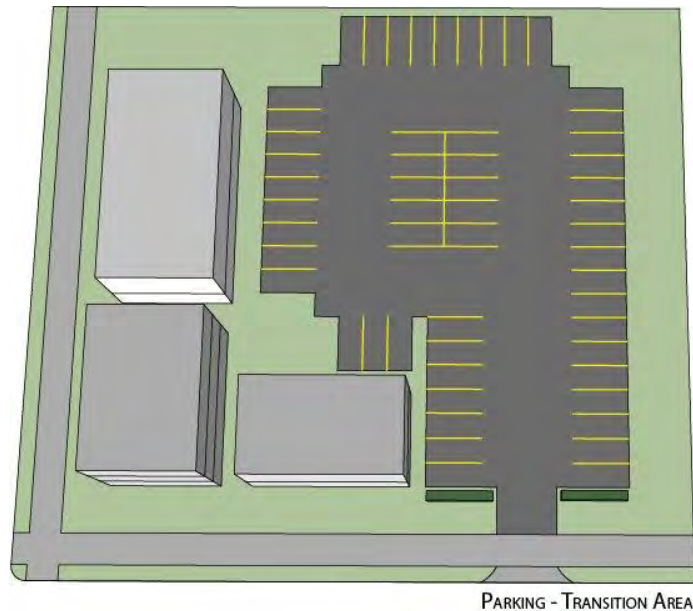
- (1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
- (3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in section [21A.44.020](#), table [21A.44.020](#) of this title.

b. One Driveway And Drive Aisle Per Street Frontage: Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

c. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.
 - a. Requirements: When located to the side of a principal building, the parking lot shall be:
 - (1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.
 - (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
 - b. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in [chapter 21A.48](#) of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.

~~5. Surface Parking Lots As The Principal Use: Surface parking lots that are the principal use are permitted in the TSA zoning district provided the following standards are complied with:~~

~~a. The surface parking lot does not have street frontage on the street where the fixed rail transit is located.~~

~~b. The surface parking lot is set back a minimum of fifteen feet (15') from any property line adjacent to a public street.~~

~~c. The parking area is screened by a wall or landscaping that is a minimum of thirty six inches (36") and a maximum of forty eight inches (48") tall.~~

6. Other Applicable Standards: All other standards in [chapter 21A.44](#), "Off Street Parking, Mobility And Loading", of this title shall apply.

MJ. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where

the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.

KN. Developments Over Five Acres:

1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.
2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. All developments over 5 acres shall only be approved through the Conditional Building and Site Design Review process. The Development Score shall be used to determine if the proposal meets the applicable standards of the Conditional Building and Site Design Review process. A separate development score is required for each new principal building in a development over five (5) acres. ~~A development over five (5) acres shall be subject to the applicable review process based on the lowest development score assigned to an individual building in the development.~~
 - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
 - (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
 - (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension. Building walls adjacent to a midblock walkway shall comply with the standards in Chapter 21A.37 that apply to building walls facing a public street. ~~The standards in subsection J2 of this section apply to building walls adjacent to a mid block walkway.~~

~~b. Housing Proximity To Transit: Developments that include housing should cluster the housing so a minimum of fifty percent (50%) of the housing is located within one fourth ($\frac{1}{4}$) mile walking distance of a transit platform.~~

c. Connectivity To Public Streets, Sidewalks, And Bicycle Lanes: In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a "complete street" defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.

d. Vehicle Access: Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.

(1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.

(2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.

(3) No access drive shall be greater than twenty four feet (24') wide.

(4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

e. Internal Circulation: Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.

(1) Travel Lanes That Connect Parking Areas With A Public Street: All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in section [21A.44.020](#) of this title.

(2) Design Speed: The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.

- (3) Future Access To Adjacent Properties And Rights Of Way: All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
- (4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
- (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
- (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.
- (7) Bicycle Paths: A coordinated system of bicycle paths should be provided.
- (8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- f. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in section [21A.44.020](#), table [21A.44.020](#) of this title.
- g. Open Space: In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.
 - (1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.
 - (2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.

- h. Landscaping: All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.

D. Land Use Table Draft - Clean Draft

21A.33.035: TABLE OF PERMITTED AND CONDITIONAL USES FOR TRANSIT STATION AREA DISTRICTS:

Legend:	C =	Conditional	P =	Permitted
---------	-----	-------------	-----	-----------

Use	Permitted And Conditional Uses By District							
	TSA UC		TSA UN		TSA MUEC		TSA SP	
	C	T	C	T	C	T	C	T
Accessory use, except those that are specifically regulated elsewhere in this title	P	P	P	P	P	P	P	P
Adaptive reuse of a landmark site	P	P	P	P	P	P	P	P
Agricultural use	P	P	P	P	P	P	P	P
Alcohol:								
Brewery					P	P	P	P
Brewery, small	P	C	P	C	P	P	P	P
Brewpub (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Brewpub (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Dining club (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Dining club (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Distillery	P		P		P	P	P	C
Social club (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Social club (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Tavern (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Tavern (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C

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Winery	P		P		P	P	P	P
Amphitheater							C	C
Amusement park							C	C
Animal:								
Cremation service	P	P	P	P	P	P	P	P
Kennel					P	P	P	P
Pet cemetery*		P*		P*		P*		P*
Stable, public							P	P
Veterinary office	P	P	P	P	P	P	P	P
Antenna, communication tower	P	P	P	P	P	P	P	P
Antenna, communication tower, exceeding the maximum building height in the zone	C	C	C	C	C	C	C	C
Art gallery	P	P	P	P	P	P	P	P
Auction (indoor)					P	P	P	P
Auditorium	P	C	P	C	P	P	P	P
Bakery, commercial	P		P		P	P	P	P
Bed and breakfast	P	P	P	P	P	P	P	P
Bed and breakfast inn	P	P	P	P	P	P	P	P
Bed and breakfast manor	P	P	P	P	P	P	P	P
Blood donation center	P	P	P	P	P	P	P	P
Botanical garden	P	P	P	P	P	P	P	P
Car wash						P		P
Car wash as accessory use to gas station or convenience store that sells gas						P		P
Clinic (medical, dental)	P	P	P	P	P	P	P	P
Community correctional facility,							C*	

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small*								
Community garden	P	P	P	P	P	P	P	P
Convent/monastery	P	P	P	P	P	P	P	P
Convention center							C	C
Crematorium	P		P		P	P	P	P
Daycare center, adult	P	P	P	P	P	P	P	P
Daycare center, child	P	P	P	P	P	P	P	P
Daycare, registered home daycare or preschool	P	P	P	P	P	P	P	P
Dwelling:								
Artists' loft/studio	P	P	P	P	P	P	P	P
Assisted living facility (large)	P	P	P	P	P	P	P	P
Assisted living facility (small)	P	P	P	P	P	P	P	P
Group home (large)*	P*	P*	P*	P*	P*	P*	P*	P*
Group home (small)*	P*	P*	P*	P*	P*	P*	P*	P*
Living quarter for caretaker or security guard	P	P	P	P	P	P	P	P
Manufactured home		P		P	P	P	P	P
Multi-family	P	P	P	P	P	P	P	P
Residential support (large)*	P	P	P	P	P	P	P	P
Residential support (small)*	P	P	P	P	P	P	P	P
Rooming (boarding) house	P	P	P	P	P	P	P	P
Single-family attached	P	P	P	P	P	P	P	P
Single-family detached		P		P		P		P
Single room occupancy	P	P	P	P	P	P	P	P
Twin home	P	P	P	P	P	P	P	P
Two-family	P	P	P	P	P	P	P	P
Eleemosynary facility	P	P	P	P	P	P	P	P

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Exhibition hall							C	C
Farm stand	P	P	P	P	P	P	P	P
Farmers' market	P	P	P	P	P	P	P	P
Financial institution	P	P	P	P	P	P	P	P
Financial institution with drive-through facility						P		P
Flea market (indoor)	P	P	P	P	P	P	P	P
Flea market (outdoor)							P	P
Food processing					P	P	P	P
Funeral home	P	P	P	P	P	P	P	P
Gas station						P		P
Government facility	P	P	P	P	P	P	P	P
Government facility requiring special design features for security purposes	P	P	P	P	P	P	P	P
Grain elevator					P	P	P	P
Greenhouse	P	P	P	P	P	P	P	P
Hospital, including accessory lodging facility	P	P	P	P	P	P	P	P
Hotel/motel	P	P	P	P	P	P	P	P
House museum in landmark sites (see subsection 21A.24.010 of this title)	P	P	P	P	P	P	P	P
Industrial assembly					P	P	P	P
Laboratory (medical, dental, optical)	P	P	P	P	P	P	P	P
Laboratory, testing					P	P	P	P

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Large wind energy system								
Laundry, commercial					P	P		
Library	P	P	P	P	P	P	P	P
Light manufacturing					P	P	P	P
Meeting hall of membership organization	P	P	P	P	P	P	P	P
Mixed use development	P	P	P	P	P	P	P	P
Mobile food business (operation in public right of way)	P	P	P	P	P	P	P	P
Mobile food business (operating on private property)	P	P	P	P	P	P	P	P
Municipal service uses, including city utility uses and police and fire stations	P	P	P	P	P	P	P	P
Mobile food court	P		P		P	P	P	P
Museum	P	P	P	P	P	P	P	P
Nursing care facility	P	P	P	P	P	P	P	P
Office	P	P	P	P	P	P	P	P
Office, publishing company	P	P	P	P	P	P	P	P
Office, single practitioner medical, dental, and health	P	P	P	P	P	P	P	P
Offices and reception centers in landmark sites (see subsection 21A.24.010T of this title)	P	P	P	P	P	P	P	P
Open space	P	P	P	P	P	P	P	P
Park	P	P	P	P	P	P	P	P
Parking:								
Commercial (if located in a parking structure)	P	P	P		P	P	P	P
Commercial (surface lot)						P		P
Off site	P	P	P	P	P	P	P	P
Park and ride lot						P		P

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Park and ride lot shared with existing use						P		P
Performing arts production facility	P	P	P	P	P	P	P	P
Philanthropic use	P	P	P	P	P	P	P	P
Photo finishing lab	P	P	P	P	P	P	P	P
Place of worship	P	P	P	P	P	P	P	P
Printing plant					P	P	P	P
Railroad passenger station	P	P	P	P	P	P	P	P
Radio, television station					P	P	P	P
Reception center	P	P	P	P	P	P	P	P
Recreation (indoor)	P	P	P	P	P	P	P	P
Recreation (outdoor)	P	P	P	P	P	P	P	P
Recycling collection station	P	P	P	P	P	P	P	P
Research and development facility	P	P	P	P	P	P	P	P
Research facility (medical)	P	P	P	P	P	P	P	P
Restaurant	P	P	P	P	P	P	P	P
Retail goods establishment	P	P	P	P	P	P	P	P
Plant and garden shop with outdoor retail sales area	P	P	P	P	P	P	P	P
With drive-through facility								
Retail service establishment	P	P	P	P	P	P	P	P
Furniture repair shop	P	P	P	P	P	P	P	P
Sales and display (outdoor)	P	P	P	P	P	P	P	P
School:								
College or university	P	P	P	P	P	P	P	P
Music conservatory	P	P	P	P	P	P	P	P

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Professional and vocational	P	P	P	P	P	P	P	P
Seminary and religious institute	P	P	P	P	P	P	P	P
Seasonal farm stand	P	P	P	P	P	P	P	P
Social service mission and charity dining hall	C	C	C	C	P	P	P	P
Solar array					P	P	P	P
Stadium	C		C		C	C	C	C
Storage, self		P		P		P		P
Store:								
Convenience	P	P	P	P	P	P	P	P
Department	P	P	P	P	P	P	P	P
Mass merchandising	P	P	P	P	P	P	P	P
Specialty	P	P	P	P	P	P	P	P
Superstore and hypermarket						P		P
Warehouse club						P		P
Studio, art	P	P	P	P	P	P	P	P
Studio, motion picture					P	P	P	P
Theater, live performance*	P*		P*		P*	P*	P*	P*
Theater, movie	P		P		P	P	P	P
Urban farm	P	P	P	P	P	P	P	P
Utility, building or structure	P*	P*	P*	P*	P*	P*	P*	P*
Utility, transmission wire, line, pipe, or pole	P*	P*	P*	P*	P*	P*	P*	P*
Vehicle:								
Automobile repair (minor)						P		P

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Vending cart, private property	P	P	P	P	P	P	P	P
Warehouse						P		P
Wholesale distribution						P		
Wireless telecommunications facility (see section 21A.40.090 , table 21A.40.090E of this title)	P	P	P	P	P	P	P	P
Wireless telecommunications facility, exceeding the maximum building height of the zone(see section 21A.40.090 , table 21A.40.090E of this title)	C	C	C	C	C	C	C	C
Woodworking mill						P		P
Zoological park							C	C

***Qualifying Provisions for Specific Land Uses:**

*“Utilities, building or structure”, or “Utilities, transmission wire, line, pipe, or pole”: Subject to conformance to the provisions in subsection [21A.02.050B](#) of this title for utility regulations.

* “Group Home, Large”: No large group home shall be located within 800 feet of another group home.

* “Group Home, Small.” No small group home shall be located within 800 feet of another group home.

* “Residential Support (Large)”: No large residential support shall be located within 800 feet of another residential support.

* “Residential Support (Small)”: No small residential support shall be located within 800 feet of another residential support.

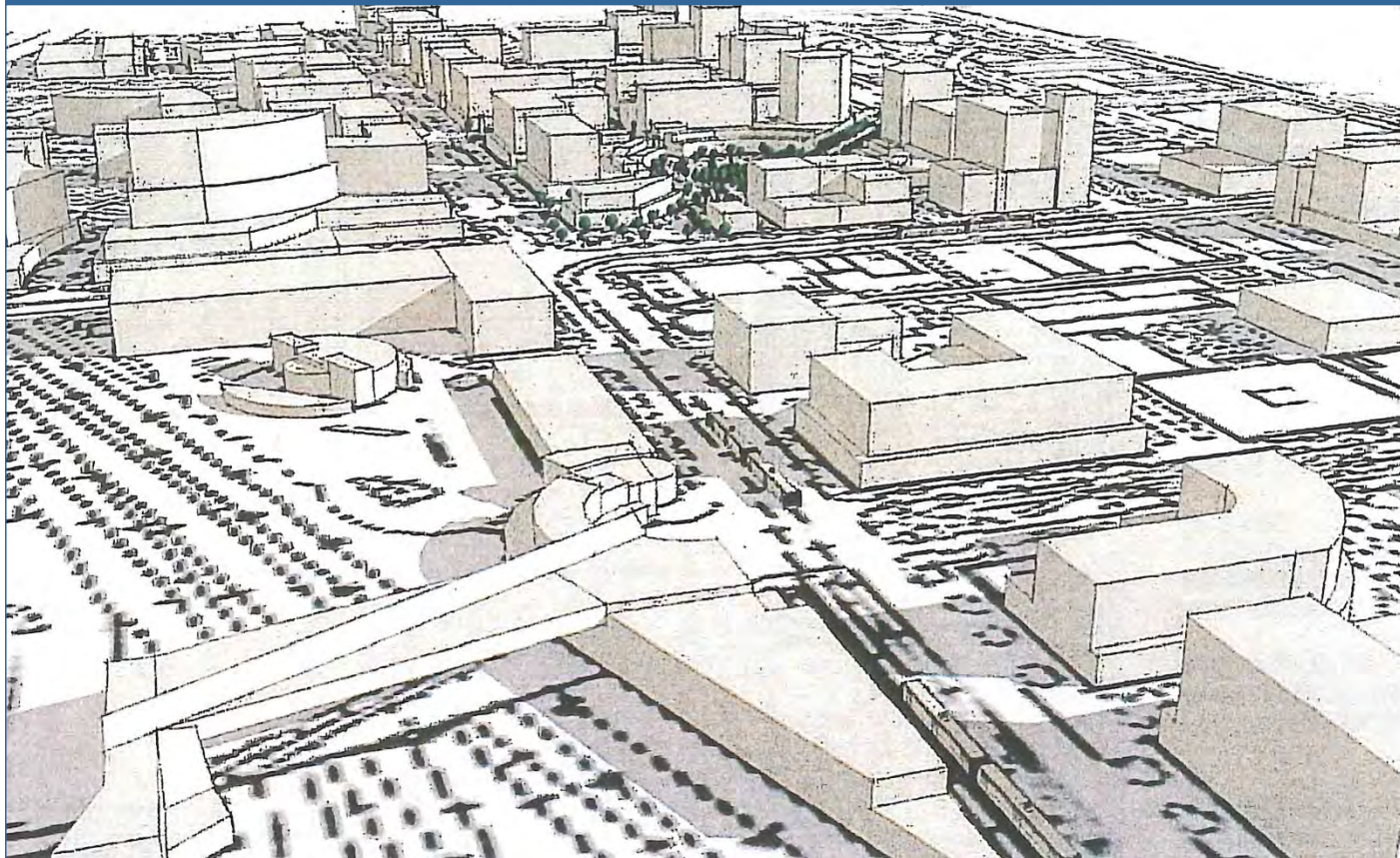
* “Theater, Live Performance”: Prohibited within 1,000 feet of a single- or two-family zoning district.

* “Pet Cemetery”: Subject to Salt Lake Valley health department approval.

* “Community Correctional Facility, Small”: A community correctional facility is considered an institutional use and any such facility located within an airport noise overlay zone is subject to the land use and sound attenuation standards for institutional uses of the applicable airport overlay zone within chapter 21A.34 of this title.

E. Transit Station Area Development Guidelines - Markup Draft

Transit Station Area Development Guidelines



DRAFT

August 18, 2016

Transit Station Area Development Guidelines

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Transit Station Area Development Guidelines

Development Around Transit Stations

Transit-oriented development (TOD) is more than simply a project next to a transit station and cannot be defined by a prescribed set of densities and mix of uses. True TOD is incorporated into the district or neighborhood surrounding the station. It is comprised of multiple new projects and existing developments. It includes a rich mix of choices and uses in a pattern of compact development and in a network of walkable streets, with access to transit neighborhood amenities with supporting design, and transportation choice.

Transit-oriented development ought to create unique places that are carefully integrated into the neighborhood and matched with the function of the station and the needs and desires of those who live and work nearby. The unique qualities of place within the context of the region and the corridor should drive the mix of use, residential density, building design and character of the district. All of these elements help create a sense of place, which may be as important to TOD as the transit service.

Transit stations provide an opportunity to create activity nodes within the City. The purpose of the Station Area Development Guidelines is to complement the TSA Zoning District regulations and implement the development principles identified in the Station Area Plans.

Transit Station Area Development Guidelines Using These Guidelines

What are Development Guidelines?

Development Guidelines are a list of recommendations that should be used to guide new development within a transit station area. The guidelines are an integral part of the review process set forth in section 21A.26.078 TSA Transit Station Area Zoning District regulations. The intent of the Transit Station Area Development Guidelines is to reward high quality, desired development through the use of incentives (such as increased building height) and by allowing for a quicker review process.

How to use the Development Guidelines

These development guidelines are to be used by the City in the review process for each project located in the TSA zoning district. While the guidelines are voluntary, compliance with them entitles applicants to faster review and can guide new development and redevelopment towards implementing the vision in the station area plans. Designers and developers are encouraged to incorporate as many of the development guidelines as they reasonably can, which in turn will lessen the review process timeframe.

Each Guideline includes a value. The assigned value is based on several factors, including the importance of the guideline in terms of implementing the vision of a Station Area Plan or other applicable land use related policies of the City and the cost of addressing the guideline.

Development Guidelines should be addressed in all new projects. The Development Score is established by adding up the values of each guideline that has been incorporated into a project. Applicants have the ability to determine City review time of their proposal by achieving a high development score. This type of point and reward system allows desired development to be processed quicker.

The Development Guidelines are adopted by reference in the Transit Station Area Zoning District. The review process is outlined in the Zoning Ordinance. Any amendment to these guidelines should be reviewed as an amendment to the zoning ordinance. Any term in this document shall be defined as stated in Title 21A Zoning.

Submitting Required Information

An applicant is required to submit enough documentation with their Development Score application to verify that the proposal complies with the Development Guidelines they intend to use. This may include detailed site plans and building elevation drawings, lease agreements, precertification documents, legal agreements and approval from outside agencies, or any other documentation deemed necessary to determine if the project complies with the intent and specific requirements of each Development Guideline.

Transit Station Area Development Guidelines

Thresholds and Procedures

The Development Score Thresholds

The approval process for all new development in the TSA District is based on the development score. ~~A series of tiers has~~ Two tiers have been established, indicating which approval process is required. The higher the Development Score, the more streamlined the approval process.

Those projects that are in Tier 1 require Planning Commission approval through the Conditional Building and Site Design Review Process and standards. The purpose of the Conditional Building and Site Design Review Process is to provide flexible implementation of the specific design requirements found in individual zoning districts. It is intended to help ensure that newly developed properties and redeveloped properties are designed to encourage pedestrian access, circulation and orientation while acknowledging the need for transit and automobile access. This process also requires public input prior to scheduling a public hearing with the Planning Commission.

~~Projects that are in Tier 2 require an Administrative Hearing prior to an Administrative Decision. This process allows for a relatively quick review and approval process, but still requires a public hearing.~~

Projects that achieve a development score in Tier ~~3~~2 are rewarded by allowing administrative approval without a public hearing. Tier ~~3~~2 was established so that those projects that are highly compliant with the vision of a station area plan have a streamlined approval process.

The decision made in each Tier is subject to appeal as outlined in the Zoning Ordinance.

Review Process

Tier	Approval Process	Estimated Time Frame*
Tier 1 Projects with a development score less than 50 124 points	Planning Commission	3-6 months
Tier 2 Projects with a development score between 50 and 99 points	Administrative Hearing	1-3 months
Tier 3 <u>2</u> Projects with a development score more than 100 <u>125</u> points	Administrative Review	No additional time required after Development Score

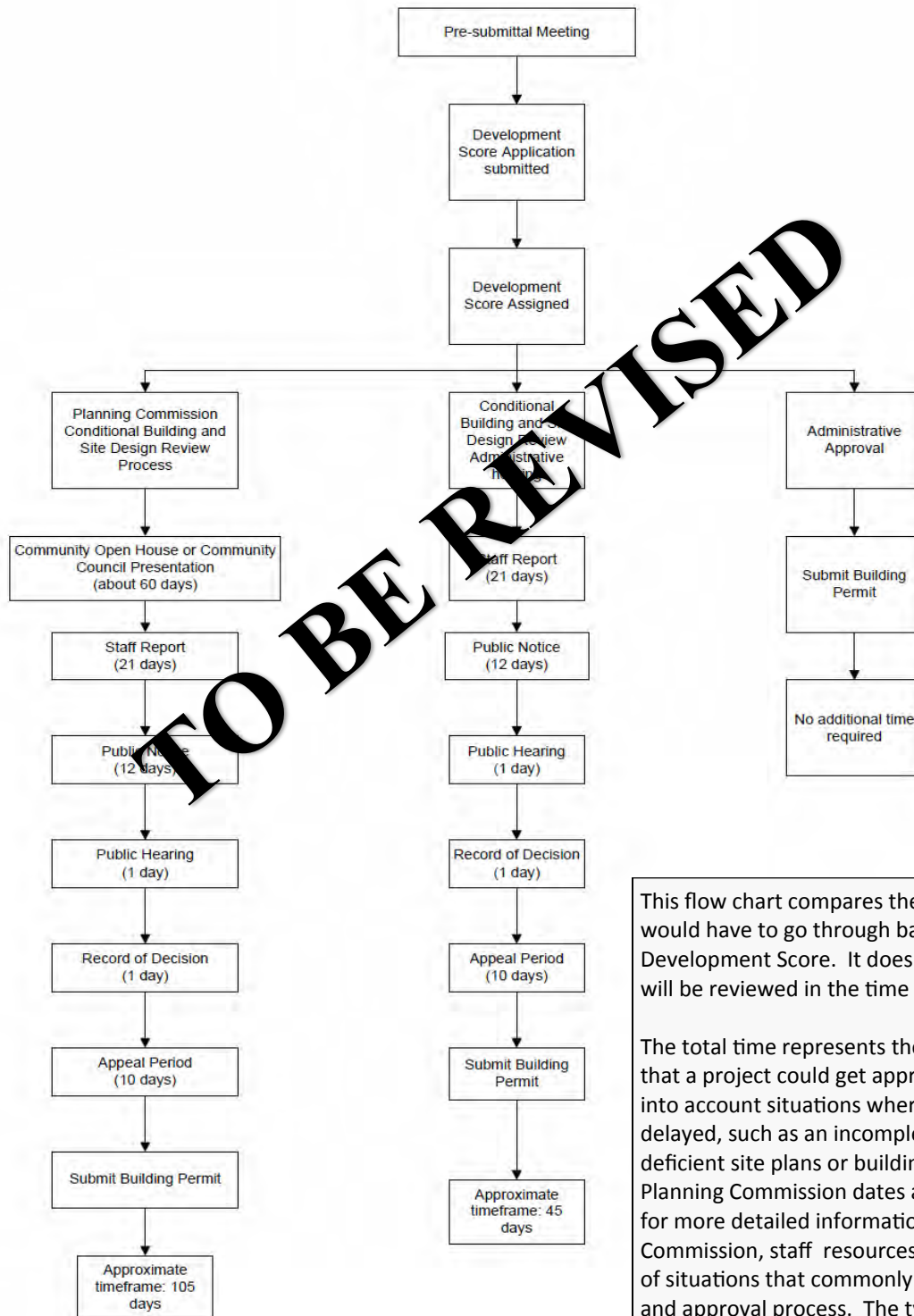
* The timeframes are estimates. Variables such as an incomplete application, lack of information, time until next available community council meeting or public hearing, and appeals may affect the estimated time frame for

Certificates of Occupancy

In order to receive a certificate of occupancy, all projects are required to have an inspection verifying that the final building is substantially compliant with the assigned Development Score and/or any conditions of approval placed upon a project by the Planning Commission or Administrative Hearing Officer. This inspection shall take place at a point in the construction process where substantial completion of each Development Guideline incorporated into the project can be verified.

Transit Station Area Development Guidelines

Flowchart of the Review Process



This flow chart compares the process that a project would have to go through based on the Development Score. It does not guarantee a project will be reviewed in the time frame indicated.

The total time represents the fastest possible time that a project could get approved. It does not take into account situations where a project may be delayed, such as an incomplete application, deficient site plans or building elevations, the Planning Commission dates and schedule, a request for more detailed information from the Planning Commission, staff resources and other similar types of situations that commonly arise during the review and approval process. The typical approval process is 3-6 months.

Transit Station Area Development Guidelines

High Value Guidelines

The Station Area Plans include some policies and strategies that require bold steps to implement. These projects may implement specific elements of a station area plan or implement a City-wide goal, such as increasing the housing supply.

The Development Guidelines place a high value on certain guidelines and concepts that help the City achieve its long-range planning goals. By placing a value on these items, it creates an incentive for new development and redevelopment to accomplish the City's goals and the goals identified in specific Station Area Plans. The following guidelines, if included in a project, carry a high value:

- A project that can be pre-certified as LEED Platinum or comparable;
- A project that is capable of producing 100% of its energy needs on site or is utilizing other off-site green energy sources for 100% of its on site needs.
- An exterior alteration to a property located in a local historic district or designated as a local landmark that is reviewed and approved by the Historic Landmark Commission;
- A project with 100% of its off street parking being located in an above grade parking structure;
- A project with at least 75% of its off street parking requirement being located in an underground parking structure; or
- A parking structure with 100% of the street facing facades being wrapped with habitable space.

Land Use Guidelines

Development within transit station areas requires a rich mix of uses that offer options for people to live, work, shop and play. The intent of the Land Use Development Guidelines is to create a reward system for new development and redevelopment projects that:

- Promote compact development by providing a certain residential density, maximize the ratio between floor area and lot area, and exceed the minimum requirements of the Zoning Ordinance.
- Include a vertical mix of land use;
- Provide some affordable housing in mixed income housing development;
- Provide ADA accessible dwelling units;
- Provide community serving land uses, day cares, schools, education facilities, community gardens, medical clinics and health and fitness centers; and
- Result in the redevelopment of surface parking lots to other land uses or structured parking.

1. Density and Intensity of Use

Intensity of land uses should be maximized to implement the planning policies of a station area and to create a critical mass to support a rich mix of land uses and transportation options as well as increase the number of people walking, bicycling, and using public spaces.

A. Core Area Guidelines (points may only be obtained in one section)

1. A project that meets at least one of the following requirements shall have 20 points added to its score:

- a. More than 50 dwelling units per acre.
- b. Buildings that are at least 80% of the allowable building height.
- c. Buildings with a floor area ratio of 3 or more.



This four story multi-family residential project has a density of 100 dwelling units per acre and includes ground floor live-work space. The floor area ratio greater than 3.

2. A project that meets at least one of the following requirements shall have 15 points added to its score:

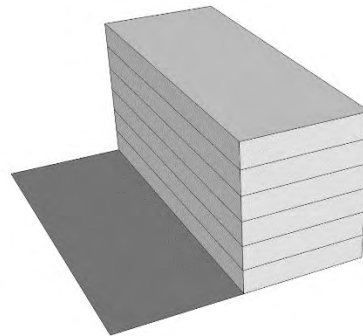
- a. More than 30 dwelling units per acre.
- b. Buildings that are at least 70% of the allowable building height.
- c. Buildings with a floor area ratio of 2 or more.



This four story mixed-use project has a density of 47 dwelling units per acre and contains retail space on the ground level. The project, which includes surface parking, has a floor area ratio of 1.5.

3. A project that meets at least one of the following requirements shall have 10 points added to its score:

- a. More than 20 dwelling units per acre.
- b. Buildings that are at least 60% of the allowable building height.
- c. Buildings with a floor area ratio of 1 or more.



This model demonstrates a floor area ratio of three. The six story building covers 1/2 of the lot area. A building that covered 100% of a lot would have to be three stories to have a floor area ratio of three.

Density and Intensity of Use (cont.)

B. Transition Area Guidelines (points may only be obtained in one section)

1. A project that meets at least one of the following requirements shall have 12 points added to its score:

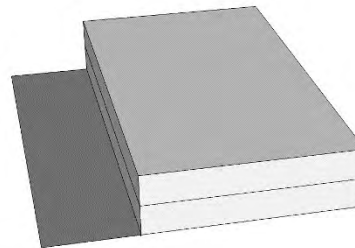
- a. More than 25 dwelling units per acre.
- b. Buildings that are up to 80% of the allowable building height.
- c. Buildings with a floor area ratio of 2 or more.



This single family attached residential project has a density of 18 dwelling units per acre. The floor to lot area ratio is 1.5.

2. A project that meets at least one of the following requirements shall have 8 points added to its score:

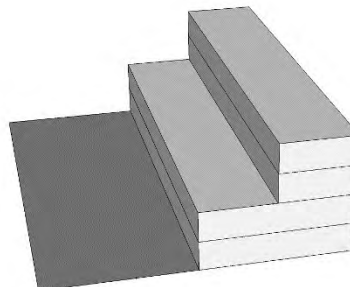
- a. More than 20 dwelling units per acre.
- b. Buildings that are up to 70% of the allowable building height.
- c. Buildings with a floor area ratio of 1.5 or more.



In this model, a 2 story building occupies 3/4 of a lot. The floor to lot area ratio is 1.5.

3. A project that meets at least one of the following requirements shall have 5 points added to its score:

- a. More than 15 dwelling units per acre.
- b. Buildings that are up to 60% of the allowable building height.
- c. Buildings with a floor area ratio of 1 or more.



This model demonstrates another example of a building with a floor to lot area ratio of 1.5. This four story building has 2 levels that occupy 1/2 of the lot area and two upper stories that occupy 1/4 of the lot area.

2. Integrated Mix of Uses

Developments that include a vertical mix of uses are encouraged. A vertical mix of uses would include residential built above retail or office space, live-work units, office above retail or other similar arrangement where the use on the upper floors differs from the ground floor.

A. If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:

1. 100% . 20 points
2. 75-90% . 15 points.
3. 50-74% 10 points.
4. A project that includes at least two uses that are different than existing uses on adjacent properties: 6 points.

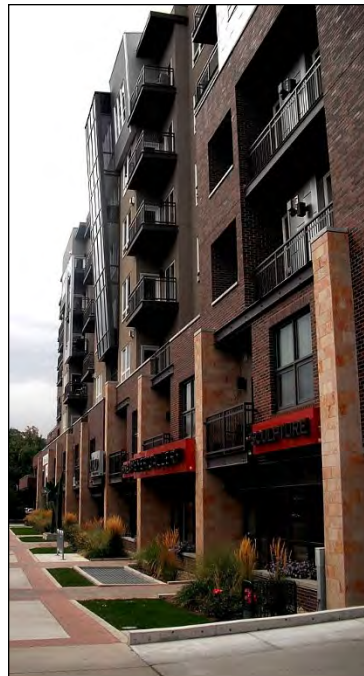
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



A vertical mix of uses helps create a vibrant, active and appealing transit oriented district.



This building contains live work space on the ground floor and second floor. Live work space is highly desirable because it allows people to live and work in the station area.



Ground floor uses should be active, oriented to the street and improve the overall quality of the streetscape.

3. Mixed Income Housing

Projects that include housing for a mix of income levels are encouraged. For the purpose of this incentive, mixed income housing is a project that includes market rate housing as well as affordable housing, which is no more than 80% of the median household income. In order to obtain the points in this incentive, an applicant must include legally binding documentation that the affordable housing portion of the project will remain at that level for a period of at least 15 years.

A. A project that includes affordable housing (available to those with 60% or less of the median household income of the City) for sale or lease shall have the following number of points added to the development score:

1. 33% or more of the dwelling units: 50 points.
2. 20% or more of the total dwelling units: 40 points.
3. 10% or more of the dwelling units: 30 points.

B. A project that includes affordable housing (available to those with 80% or less of the median household income of the City) for sale or lease shall have the following number of points added to the development score:

1. 33% or more of the dwelling units: 40 points.
2. 20% or more of the total dwelling units: 30 points.
3. 10% or more of the dwelling units: 20 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



This affordable residential building provides dwelling units of various sizes to accommodate different household sizes.



This building consists of dwelling units that are available to individuals that have incomes that are 60% of the median household income in the area.

4. Accessible Dwelling Units

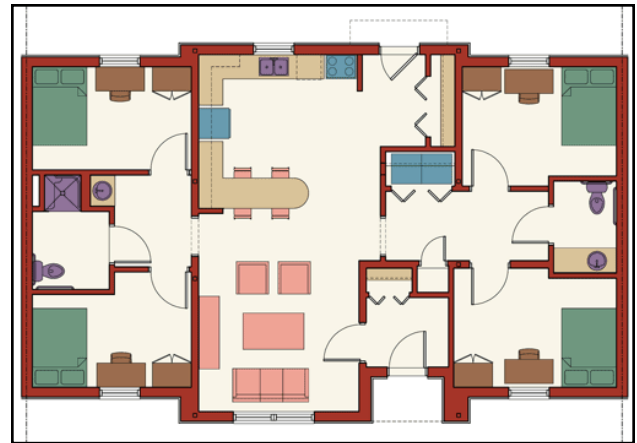
Projects that meet the minimum ADA requirements for accessible dwelling units are encouraged. Features of accessible dwelling units are intended to improve the physical and emotional health of individuals, enhance community diversity and reduce housing costs.

Applicants that seek to include this guideline towards the development score must submit documentation indicating compliance with federal ADA standards.

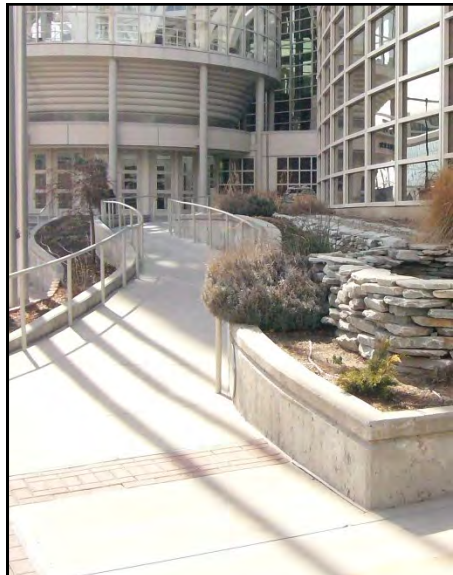
A. A project which includes dwelling units designed as ADA accessible shall have the following number of points added to the development score:

- At least 33% of the units: 8 points.
- At least 15% of the units: 5 points.
- At least 10% of the units: 3 points.

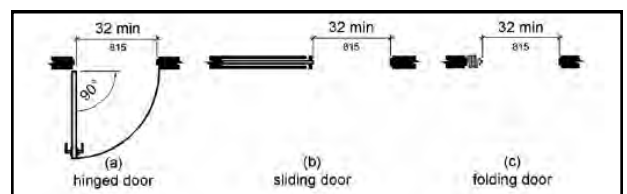
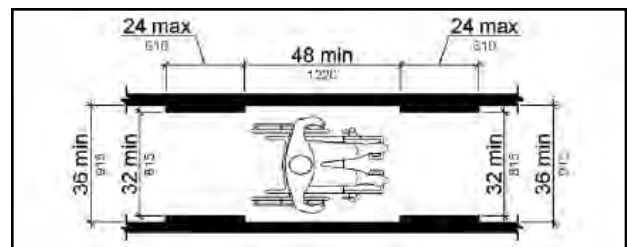
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Level and ramped entrances provides accessible access. This ramp provides safe, convenient access to the building directly from the sidewalk.



Accessible dwelling units typically include all amenities and features on a single level. Doors and hallways are required to meet minimum widths and counter and plumbing fixtures are set at lower heights.



5. Community-Serving Uses

Projects that provide space for community serving uses are encouraged. The following uses are considered community-serving uses: day cares, schools, education facilities, community gardens, medical clinics and health and fitness centers. Applicants seeking to include this guideline in the projects design score must provide legal documentation, such as lease agreements, to qualify. Those community serving uses that can be shown on a site plan, such as a playground, community garden, etc. shall be indicated on the submitted drawings. All community serving uses should be accessible to the public.

A. Projects that include community serving uses, shall have the following points added to their score:

1. A minimum of 1500 square feet: 15 points.
2. A minimum of 1000 square feet: 10 points.
3. A minimum of 500 square feet: 5 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Conveniently located day care facilities allow people to drop children off at facility that is close to transit, home or work.



Community gardens can be incorporated into the open space of a project or serve as a temporary use to an undeveloped site.

6. Redevelopment of Surface Parking Lots

Converting surface parking lots to new, active uses encourages compact development and promotes walkable streets.

A. A project that includes the redevelopment of an existing surface parking lot to an active use or structured parking shall have the following number of points added to the development score:

1. 50% or more of the existing surface parking lot is covered by new buildings: 15 points.
2. 35% or more of the existing surface parking lot is covered by new buildings: 10 points.
3. 25% or more of the existing surface parking lot is covered by new buildings: 5 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The parking lot above was recently redeveloped into a mixed use building with residential on the upper floors and commercial space on the ground floor.



New surface parking lots are not permitted in a station area.

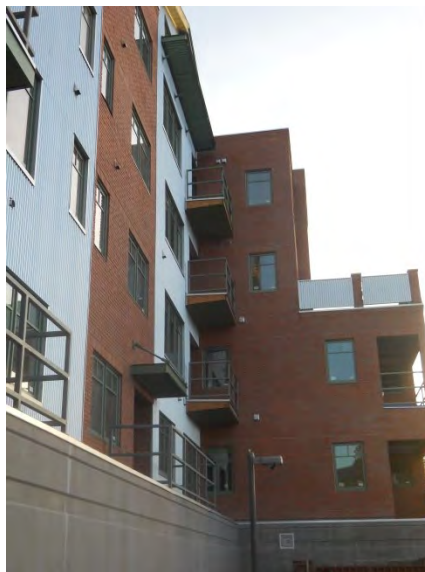
7. Redevelopment of Nonconforming Use and Noncomplying buildings

Redevelopment or new development that replaces a nonconforming use with a permitted use in the TSA Zoning District or replaces a building that does not comply with the standards in the TSA zoning district is encouraged. The intent of this incentive is to encourage the removal of nonconforming uses near transit stations and replace them with uses that are more compatible with pedestrian and transit oriented developments and encourage the removal and replacement of buildings that do not meet the standards of the TSA zoning district.

A. A project that includes redevelopment of a site containing a nonconforming use or non-complying building shall have the following points added to its development score:

1. A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards: 10 points.
2. A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district: 5 points.

This guideline applies to the Core and Transition Area. These points do not apply to a project that negatively impacts a property within the H Historic Preservation Overlay District as determined by the Historic Landmark Commission.



This housing development was built on the site of a former surface parking lot. Surface parking lots as a primary use are considered nonconforming in the TSA zoning district.

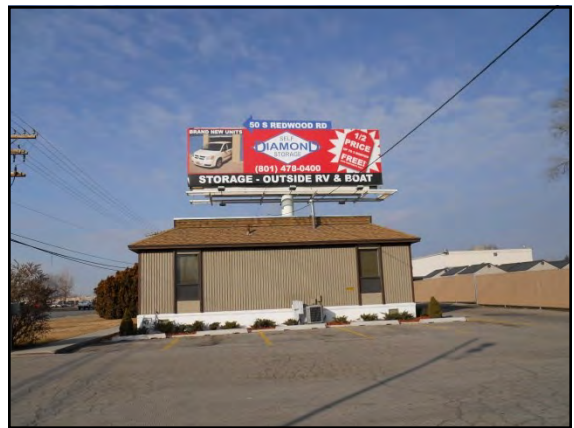
8. Removal of Billboards

Although billboards are prohibited within the TSA zoning district, a number of billboards are present within the transit station areas. As part of redevelopment of properties, the removal of existing billboards is encouraged. Billboards often negatively impact the development potential of a property, primarily because a lease may include statements that prohibit blocking the view of the billboard which decreases the potential for redevelopment of the property.

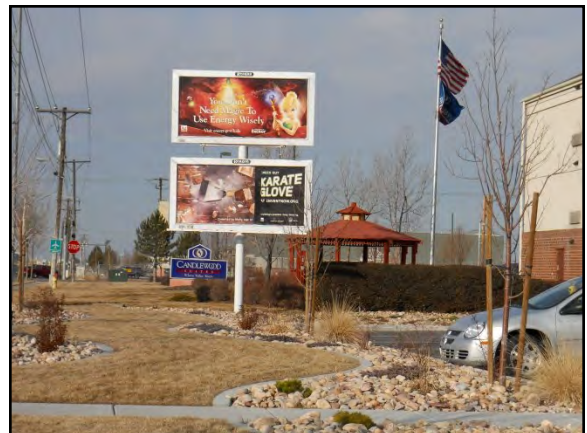
A. A project that includes redevelopment of a site containing a billboard shall have the following points added to its development score:

1. An existing billboard is legally removed by the developer as part of a redevelopment project: 10 points.

This guideline applies to the Core and Transition Area



Billboards may lower the development potential of property.



Billboards can reduce the aesthetic quality of a well designed landscape.

Building and Site Design Guidelines

Building and site design are integral aspects of creating transit oriented districts and are essential parts of creating unique places. Developments are encouraged to create buildings that contribute to the look and feel of the district, and contribute to the overall safety and security of the neighborhood through:

- Implementing sustainable building, site, and open space concepts into the design of a project;
- Incorporating historic buildings into the design of a site;
- Including architectural details and elements on all sides of a building;
- Preserving and enhancing historical resources;
- Using high quality building materials that are durable, easy to maintain and functional;
- Adding variety, interest and activity to rooftops;
- Increasing the visibility from buildings onto public spaces through the use of windows, doors, balconies, etc.
- Using lighting to complement the architecture and site design of a project while improving the overall safety of sidewalks, walkways, public spaces, and parking areas;
- Integrating signs into the design of the building and the site so that they are visible from the sidewalk.

9. Sustainable Site and Open Space Design

Private open spaces, as identified in the TSA zoning district, are encouraged to take into consideration sustainable design principles as they are planned and built. Renewable energy sources, water wise landscaping, storm water retention systems that are incorporated into the open space design, landscaped roofs, designs to reduce the heat island index of buildings and hardscape or similar measure that implements an adopted sustainable policy of the City qualify for this guideline.

A. A project that incorporates adopted sustainable policies of the City shall have the following points added to the development score:

1. The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City: 10 points.
2. The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline: 5 points.

This Guideline applies to the Core and Transition Area.



This rooftop garden helps reduce energy costs, reduces storm water runoff and provides places for people to gather.



Public spaces at transit stations should include amenities to make people feel comfortable, such as benches and shade.

10. Green Building

Developments that utilize the US Green Building Councils® LEED® green building program process are encouraged. To qualify for these points, the applicant must submit documentation indicating that the design of the project has been certified through by the US Green Building Council.

A. The following points will be awarded based on the level of LEED certification:

1. Platinum: 50 points.
2. Gold: 40 points.
3. Silver: 30 points.

This guideline applies to the Core and Transition Area. This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



11. Energy Efficiency

Buildings that are designed with passive energy conservation systems, renewable energy sources and a focus on energy efficiency are encouraged. While zero-net energy buildings are difficult to plan and build, efforts to do so should be rewarded. All new buildings should be designed to be energy efficient. To qualify for the points in this guideline, documentation certified by a licensed engineer must be submitted.

A. Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score:

1. The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 50 points.
2. The project is certified as having 50% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 25 points.
3. Solar array: 10 points for every 500 square feet of solar panels. Maximum of 15 points.
4. Geothermal heating and cooling systems: 10 points.
5. The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features. 5 points.

This Guideline applies to the Core and Transition Area.



Renewable energy sources can supplement, and may be able to provide 100% of the energy used to power a building.



This building uses overhangs on the windows to provide shade in the summer months, but maximize solar access in the winter.

12. 360-Degree Architecture

Buildings that face a transit station platform should incorporate architectural features, such as windows, projections, belt courses, changes in building material, pattern and other elements on all four sides of the building.

To qualify, each identified element is required to meet the following criteria:

- Windows: must account for at least 30% of the wall area and be inset a minimum of 2 inches from the exterior finish material.
- Projections: must extend a minimum of 6 inches from exterior finish material.
- Belt courses: must extend a minimum of 2 inches from adjacent building material.
- Change in building material: must include an offset that is a minimum of 2 inches between materials.
- Balconies: must be a minimum of 6 feet in depth and include at least 30 square feet. Mechanical equipment may not be located on a balcony.
- Other elements: other elements may be used, provided they create offsets, projections, or change in material that are a minimum of 6 inches.

A. A project that incorporates architecture features on building facades that are not adjacent to a street shall have the following number of points to the development score:

1. Architectural detailing is wrapped around all four sides: 20 points.
2. Architectural detailing is wrapped around both side facades of a building, but not on the rear façade: 15 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Prominent cornices, belt courses, and a rhythm of voids (windows) to solids (walls) are included on the sides of these buildings that are not adjacent to a street but are still visible from public spaces.



Breaks in wall planes, balconies, change in material, projections and bays add visual interest to the back and side of this building.

13. Historic Preservation

Projects that preserve, rehabilitate, restore or reuse a structure, as defined by the Secretary of the Interior Standards, listed on the National Register of Historic Places or the Salt Lake City Register of Cultural Resources are encouraged.

The regulations and processes in Section 21A.34.020 of the Zoning Ordinance apply to any property in a locally designated historic district or listed on the Salt Lake City Register of Cultural Resources. A property listed on the National Register of Historic Places shall comply with the Secretary of Interiors Standards for preservation, rehabilitation or restoration in order to receive this incentive.

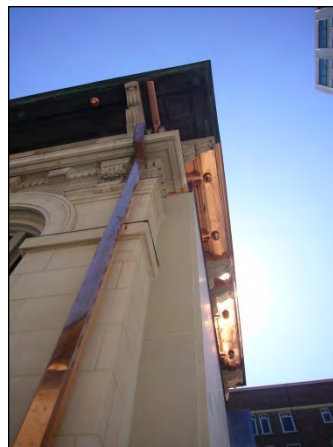
A. Projects that preserve, rehabilitate, restore, reuse a historic property or new construction that contributes to the character of a historic property or district shall have the following points added to the development score:

1. Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site: 40 points.
2. Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director: 20 points.
3. Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020: 5 points.
4. Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34. 50 points

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The life of historic buildings can be prolonged by regular maintenance and finding new uses to occupy the space.



Every effort should be made to preserve historic buildings. This picture shows the preservation of a historic structure where damaged or missing historic materials have been replaced with matching materials.

14. Building Materials

Exterior building materials should consist of durable, high quality materials that are easy to maintain. Durable, high quality materials include brick, stone, architectural cast or pre-cast concrete, cast stone, colored split or ground face concrete masonry units, and terra-cotta. The Zoning Administrator may approve other similar materials if they are durable, can hold up to the local climate, and are warranted for a period longer than 50 years. Exterior, insulated finishing systems are not eligible for points from this guideline. Materials should be compatible with the architecture of the building.

Projects that incorporate high quality, durable and low maintenance building materials shall have the following points added to its development score:

1. At least 75% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above: 20 points.
2. At least 65% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above: 15 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



High quality and durable buildings are encouraged.



Brick, stone and other materials are encouraged on the first floor of buildings.



Synthetic stucco or exterior insulation and finishing systems (EIFS) are discouraged and do not qualify for this guideline.

15. Corner Buildings

Buildings on corner lots should be oriented to the corner and public streets. Corner entrances are encouraged. Corner buildings should have taller portions of the building and a high level of architectural design or detail.

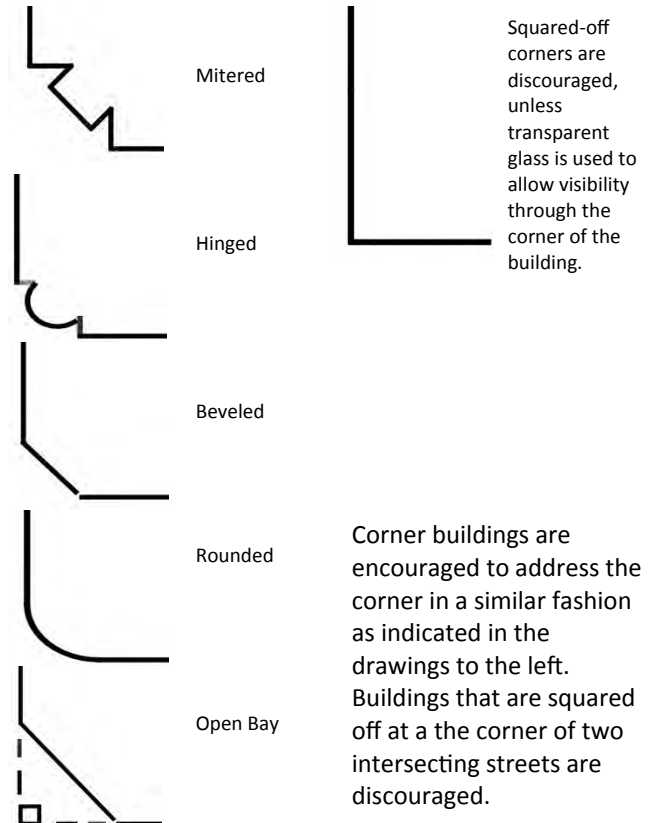


This building includes a building entrance on the corner.

A. Buildings located on the corners of intersecting streets that address both streets shall have the following number of points added to the design score:

1. When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature: 10 points.
2. ~~A corner building is designed with a visual emphasis placed on the corner to make the building more prominent. This may include additional height, a change in material, or change in architectural detail: 10 points~~

This guideline applies to the Core and Transition Area.



This building uses a rounded corner to address the intersection.

16. Rooftop Design and Use

The design and shape of the roof of buildings help define the skyline and add variety and character to a station area. Active spaces on rooftops are preferred. Rooftop uses provide space for active use by building occupants and visitors and provide space for the location of renewable energy equipment, such as solar collection panels.

A. A project that incorporates a rooftop use shall have the following points added to the design score:

1. A rooftop of a building is used as a common space for the building occupants. 6 points.
2. A roof includes at least one of the following design features: 5 points
 - Two or more sloping planes that are visible from a public street.
 - An arched or barrel vaulted design.
 - A distinguishable cornice or parapet.
 - Overhangs that are a minimum of 12 inches in depth to create a shadow line.



Sloped roofs should be integrated into the architecture of the building. Sloped roofs should have a minimum pitch of 6/12.

Flat roof buildings should include parapets with variable height and/or changes in setback.

This Guideline applies to the Core and Transition Area.



When possible, rooftops are encouraged to include public or private outdoor space.

17. Eyes on the Street and Public Spaces

Increasing the ability for people to see the public streets and sidewalk areas creates an environment where people are comfortable and have a feeling of safety. Projects that include openings onto the street, plazas, mid-block walkways, and similar features are encouraged.

A. Buildings that are designed to have windows, doors, balconies or other similar features facing public streets and open spaces shall have the following points added to the development score:

1. Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 6 feet and include at least 30 square feet of space: 15 points.

This guideline applies to the Core Area and Transition Area.



Balconies can increase the number of people looking onto a street.



Store fronts that open to the street increase the safety of the public spaces.



The safety of open spaces can be enhanced by windows and doors that face and open to the open space.

18. Lighting

Lighting located on the building and the site should be integrated into the architecture of the building and be compatible with the context of the site. Lighting should emphasize the ground floor store fronts and spill out onto the sidewalk. All lighting should be screened so that it does not negatively impact adjacent property and shines down instead of up.

A. A project that includes a lighting plan that accomplishes at least one of the following: 6 points.

- Casts light from store fronts onto the sidewalk;
- Highlights unique architectural features of a building;
- Highlights artwork or unique landscape features

This guideline applies to the Core and Transition Area.

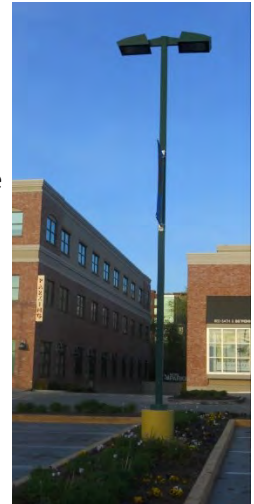


Store front lighting should cast some light out onto the sidewalk.



Lighting on building facades should be compatible with the architecture of the building.

Parking lot lighting should be no taller than 25 feet tall and include full cutoff fixtures that prevent light from negatively impacting adjacent properties.



Landscape lighting can be used to highlight unique landscape features and help improve the safety of public spaces.

19. Signs

Signs along public streets should be clear, informative, and durable. Signs that are visible to pedestrians from the sidewalk on the same side of the street are encouraged. All signs are required to comply with the standards of the zoning ordinance.

A. Signs that meet the intent of this guideline shall have the following points added to the development score:

1. A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign): 2 points.
2. An awning or canopy sign that is integrated into the design of the building: 2 points.
3. A monument sign that is integrated into the site and compatible with the building architecture: 2 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Monument signs are acceptable, but they should be located in locations where they do not block the visibility at streets and driveways.



Signs that are perpendicular to the street facing façade are preferred. Such signs could include interesting mounting brackets, unique lighting and be integrated into the design of the building.



Awning signs should complement the architecture of the building and when placed over a building entrance, can provide temporary shelter for visitors as they enter the building.

Public Spaces Guidelines

Public spaces are important elements of a successful transit oriented neighborhood. Public spaces provide places for people to gather, to view public life, to relax and to play. In urban settings, public spaces provide nodes of activity and increase the number of people using the street and sidewalk. Successful public spaces are inviting and create a sense of safety. New development and redevelopment projects are encouraged to:

- Include open spaces that are accessible to building occupants and the public when feasible;
- Include pedestrian-oriented amenities to invite people into the space; and
- Incorporate public art into the design of the space.

20. Public Spaces and Plazas

Active, safe and inviting open spaces are encouraged in all development. Open space that complements the building and site, or enhance the public realm are desired. Public spaces and plazas are required to include useable space that may include outdoor dining, terraces, courtyards, playgrounds, community gardens, and patios. This guideline applies to those projects that include more open space than what is required by the zoning ordinance.

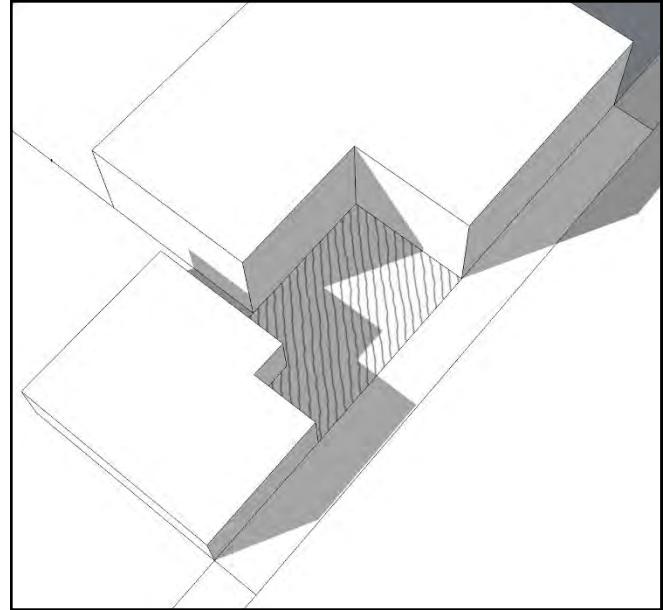
A. Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way, shall have the following number of points added:

1. A project includes a minimum of 15% of the total lot area: 15 points.
2. A project includes a minimum of 10% of the total lot area: 10 points.
3. A project includes a minimum of 5% of the total lot area: 5 points.
4. A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable: 3 points.

This guideline applies to both the Core and Transition Area. Points may only be obtained from one item.



Active open spaces should be designed to be safe and inviting. This plaza is an example of a small scale plaza that is similarly scaled to the smaller buildings adjacent to it.



This model shows a plaza adjacent to a sidewalk. The buildings frame the plaza, allow visibility into the space from the sidewalk and the adjacent buildings and could contain a number of active uses, such as outdoor dining or vending carts.



This plaza is large and inviting. The scale of the plaza matches the scale of the area around it.

21. Streetscape Amenities

A mix of amenities in an open space not only provides outdoor space for building occupants, but when located next to a public sidewalk or path, invite passersby into the space. Benches, tables, planters, drinking fountains, water features, lighting and decorative refuse containers are just a few of the amenities that are encouraged to be included in open spaces.

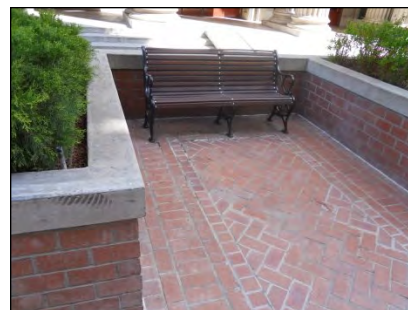
A. A project that includes street furniture, pedestrian amenities, public art or other similar features intended to improve the streetscape shall have the following number of points added:

1. At least four street furnishings: 3 points.
2. At least three street furnishings: 2 points.
3. At least two street furnishings: 1 points.

This guideline applies to both the Core and Transition Areas. Points may only be obtained from one item.



Public amenities can include tables, flower planters, trash cans, benches, and drinking fountains.



22. Public Artwork

Public art that is incorporated into a development is encouraged. Art should be highly visible to the public and create opportunities for surprise, wonder, interest, contemplation, reflection, interaction and play that express community life and identity.

A. Projects that include public art in a location where it is readily visible from a public space: 2 points per art piece, up to a maximum of 6 points.

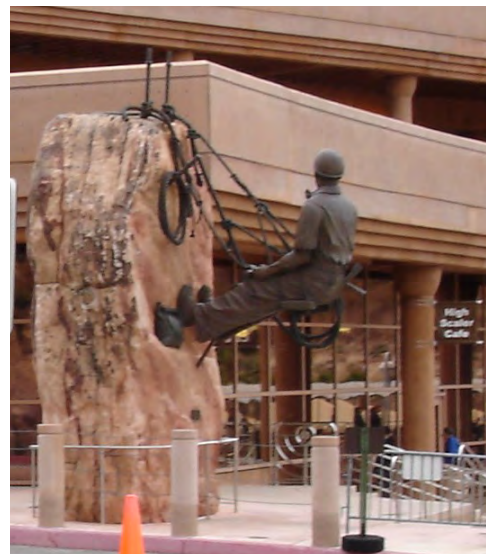
This guideline applies to the Core and Transition Area.



Art work should be incorporated into the context of the site where it is located. The function of space, the relationship to public spaces, and the context of the physical environment should be considered when placing artwork.



Interactive artwork and artwork that is incorporated into fences, screening, seating and way finding signage is encouraged. This public bench was commissioned as part of a Redevelopment Agency art project.



Incorporating art work into a project is encouraged.

Circulation Guidelines

A well thought out and connected circulation network is necessary to integrate transit into a neighborhood, improve the pedestrian and bicycle environment, increase transit use, improve air quality and reduce the use of the private automobile. A multi-modal circulation system works best when it is safe and convenient. Development and redevelopment within station areas is encouraged to create safe walkways, bicycle paths, and automobile routes throughout the site by:

- Providing streets, sidewalks, paths and trails through the site that connects to public streets, sidewalks, paths, trails, open space, adjacent development and neighborhoods;
- Providing safe and secure bicycle related amenities;
- Providing direct access to transit; and
- Providing mid-block walkways to break up the walking distances where there are large blocks and parcels.

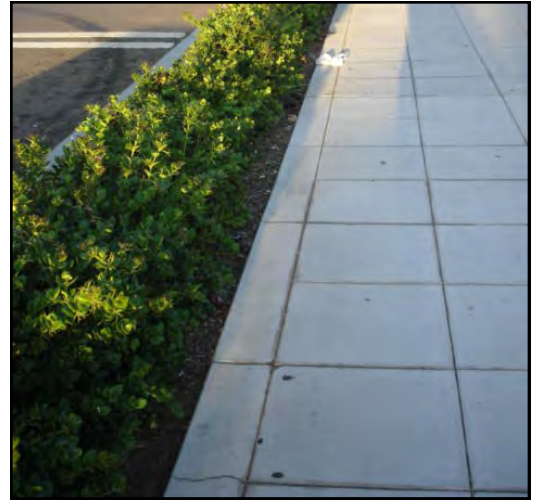
23. Connections and Walkways

All new development and redevelopment is encouraged to include pedestrian walkways from all buildings, parking lots and private open space to existing or planned public sidewalks, open space and trails. Walkways through surface parking lots should be located within landscaped islands or separated from vehicle drive aisles. Where walkways cross drive aisles, the walkway should be designed to be clearly visible, either through a change in materials, color, or height.

A. Projects that include connections and walkways from buildings, parking lots and private open space to public spaces, shall have the following number of points added to their development score:

1. Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles: 4 points.
2. Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces: 4 points.

This guideline applies to the Core and Transition Area.



Pedestrian walkways should be separated from drive aisles. This low hedge provides a clear separation.



This different paving in this cross walk makes it more visible.



Walkways can connect development to open spaces.

24. Bicycle Amenities

The promotion of bicycle use is encouraged throughout the station areas. Bicycle parking should be well designed, conveniently located, and well secured in order to promote increased use of bicycles.

A. A project that includes bicycle parking amenities in addition to what is already required in the zoning ordinance shall have the following points added to the development score:

1. The project includes lockers, changing rooms for cyclists and showers: 6 points.
2. The project includes any bicycle amenity identified on this page: 3 points.
3. The project incorporates art into the design of the bicycle amenities: 3 point

This guideline applies to the Core and Transition Area.

Bicycle Amenities	
Covered, secured bicycle parking	<u>Secure</u> , indoor <u>bicycle</u> storage for residents in multi-family buildings
Changing rooms	Lockers
Showers	Bicycle sharing programs.



Secured bicycle facilities add an additional level of safety for those commuting by bicycle. This facility is located inside of a building so bicycles are also protected from the weather.



Bike racks come in various forms and can be designed to be part of a public space.



Bicycle parking can also serve as public art.

25. Access to Transit

New development is encouraged to be located within walking distance to a transit station. The closer a development is to the station the more likely transit ridership from that development will increase. This incentive applies to any TRAX or Frontrunner station platform or any bus stop where three or more separate bus routes come together.

A. A project located within close proximity to a transit station shall have the following number of points added to the development score

1. Within 300 feet, measured along the most direct, legal walking path: 15 points
2. Within 750 feet, measured along the most direct, legal walking path: 10 points.
3. Within 1500 feet, measured along the most direct, legal walking path: 5 points.

B. Multi-family residential development provides transit passes to residents through the City's transit pass program for a minimum period of three years from development's initial occupancy. Passes shall be available for free to residents at request. One pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required: 20 points

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.

This guideline applies to the Core and Transition Area.

Projects that are closer to a station platform are more likely to increase pedestrian, bicycle and transit use and are more desirable.



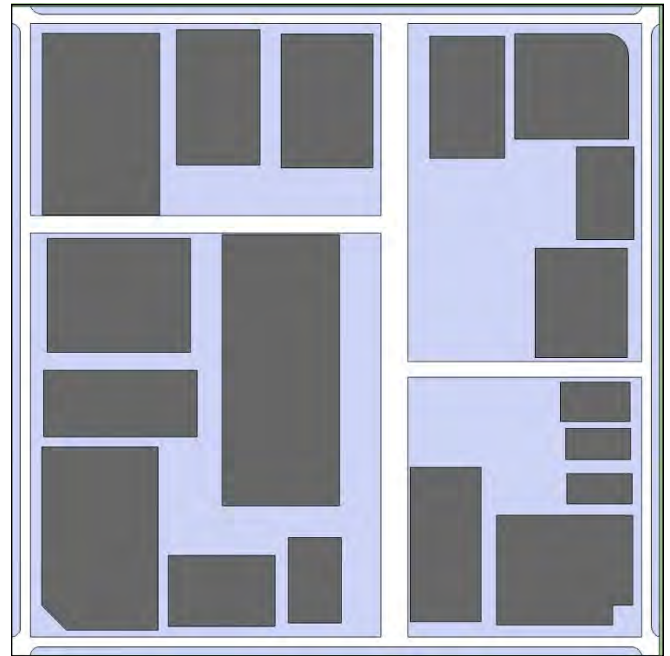
26. Public walkways interior to the block

Projects that improve the overall circulation and connectivity of a station area are encouraged. Providing walkways through a development improves how people move around and helps to break up the large blocks in the City. Walkways can be designed to be used for people walking, biking or if designed right, shared spaces with cars.

A. A development that includes public walkways through the interior of blocks that meets the qualifications below shall have the following points added to the development score:

1. The project includes a narrow street or alley through the project that accommodates people walking, biking and driving. 30 points
2. The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties: 20 points.

This guideline applies to the Core and Transition Area.



Midblock walkways can break up the large blocks commonly found in Salt Lake City. If designed with safety in mind and create interesting places, they can improve the pedestrian environment. When used in conjunction with small alleys, midblock walkways can provide access to parking areas.



This mid block walkway provides access to a residential development. The walkway is wide enough to allow visibility into and out of the space.



Midblock walkways can improve the circulation network in a transit station area.

Parking Guidelines

A successful transit neighborhood must be able to accommodate motor vehicles. While the overall goal of a transit oriented district is to reduce the overall use of an automobile, private motor vehicles are necessary to support local businesses and to provide service to a variety of land uses. Well designed, safe, convenient parking areas can reduce the conflicts between pedestrians, bicycles and automobiles while contributing to the overall success of a transit district. Development and redevelopment are encouraged to:

- Provide parking in well designed at grade or below grade parking structures that are compatible with the desired character of the district;
- Wrap above grade parking structures with habitable space;
- Share parking between uses in the same development or those nearby;
- Promote alternative vehicle use by providing parking for scooters, mopeds, motorcycles and alternative fuel vehicles.

27. Parking Structure Design

Parking structures have the potential to negatively impact the character of an area. This impact can be reduced if the parking structure is designed in a way that reduces the visual impact.

A. Parking structures that meet all of the following items: 25 points

1. The parking structure is wrapped on all street facing facades with habitable space
2. 100% of a façade where the parking structure is visible from a public space is wrapped in durable materials indicated in the building materials guideline. Where parking structures are not visible from a public space, at least 50% of the structure is wrapped in durable materials.
3. For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



The parking structure in the foreground is designed with a rhythm of openings and building materials that complement the building. This parking structure is wrapped with office space adjacent to the street. The parking structure in the background does not reflect the desired design concepts.



Parking structures should be well designed and reflect the architecture detailing of the building they support.



28. Alternative Vehicle Parking

Projects are encouraged to provide dedicated parking for alternative fuel vehicles, mopeds and motorcycles. These types of vehicles may reduce air pollution and require less space on the roads and in parking areas.

A. Alternative vehicle parking: Projects that include dedicated parking stalls for alternative fuel vehicles, scooters, mopeds or motorcycles shall have the following points added to the development score:

1. Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles: 5 points.
2. A project includes dedicated parking stalls/ equipment for a car sharing program: 3 points.
3. A project includes a charging station for electric vehicles:
 - Level 1 station: 2 points per stall, max. of 6 points.
 - Level 2 station: 3 points per stall, max of 9
 - Level 3 station: 4 points per stall, max of 12

This guideline applies to the Core and Transition Area. Items 1 and 2 cannot be used together.



This grocery store provides dedicated parking and charging stations for electric vehicles.



Dedicated parking for alternative fuel vehicles.



If provided, motorcycle and scooter parking is in addition to the minimum parking requirement in the Transit Station Area Zoning District. The motorcycle and scooter parking shall not count towards the maximum parking requirement.

29. Parking Ratio

Providing off street parking in structures, either below or above grade, allows for a compact development pattern and a better use of the land in a station area. The use of structured parking is encouraged.

A. Projects that provide parking ratios as indicated below:

1. Residential developments with a parking ratio less than 1 stall per unit: 25 points.
2. Residential development with a parking ratio less than 1.25 stall per unit: 15 points.
3. Non residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet: 20 points.

This guideline applies to the Core and Transition Area. Points may only be obtained from one item.

F. Transit Station Area Development Guideline Checklist and Revisions

Transit Station Area (TSA) Development Guideline Existing Checklist and Proposed Revisions

August 18th, 2016 Draft

Refer to the [Transit Station Area Development Guidelines](#) for more information on each Guideline

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
Land Use	Intensity/Density: (Applicable to Core Area Only. A project can only get points from one of the lines in this guideline).	More than 50 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ration of 3 or more.	20	No Change			
		More than 30 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 2 or more.	15	No Change			
		More than 20 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	10	No Change			
	Intensity/Density: (Applicable to Transition Area only. A project can only get points from one of the lines in this guideline).	More than 25 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ratio of 2 or more.	12	No Change			
		More than 20 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 1.5 or more.	8	No Change			
		More than 15 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	5	Clarified 60% of building height in development guideline document to match existing checklist	No change	No change	
	Mix of Uses: If the ground floor of a building is designed for retail, restaurant, or other active use than what the floors above are used for, the following points shall be added to the development score	100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	10	Increased points, change to street facing space rather than entire ground floor	Mixed Use: If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:	100%	20
		At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	8	Increased points, change to street facing space rather than entire ground floor		75-99%	15
		At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	6	Increased points, change to street facing space rather than entire ground floor		50-74%	10

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		A project that includes at least two uses that are different than existing uses on adjacent properties.	6	No Change			
	Mixed Income Housing: A project that includes affordable housing available to those with 80% less of the median household income of the City for sale or lease	33% or more of the total dwelling units.	30	Increase point allocation	No Change	No Change	40
		20% or more of the total dwelling units.	15	Increase point allocation		No Change	30
		10% or more of the total dwelling units.	10	Increase point allocation		No Change	20
				New standard for 60% and below AMI affordable	Mixed Income Housing: A project that includes affordable housing available to those with 60% or less of the median household income of the City for sale or lease shall have the following number of points added to the development score:	33% or more of the total dwelling units.	50
				New standard for 60% and below AMI affordable		20% or more of the total dwelling units.	40
				New standard for 60% and below AMI affordable		10% or more of the total dwelling units.	30
	Accessible Dwelling Units: A project which includes dwelling units designed as ADA accessible	33% or more of the total dwelling units.	8	No Change			
		15% or more of the total dwelling units	5	No Change			
		10% or more of the total dwelling units.	3	No Change			
	Community Serving Uses: Refer to the Transit Station Area Development Guidelines for qualifying uses.	A minimum of 1500 square feet.	15	No Change			
		A minimum of 1000 square feet	10	No Change			
		A minimum of 500 Square feet	5	No Change			
	Redevelopment of Surface Parking Lots.	50% or more of the existing surface parking lot is covered by new buildings.	15	No Change			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		35% or more of the existing surface parking lot is covered by new buildings.	10	No Change			
		25% or more of the existing surface parking lot is covered by new buildings.	5	No Change			
	Redevelopment of Nonconforming Use or Noncomplying Building	A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards.	10	No Change			
		A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district.	5	No Change			
	Removal of Billboards	An existing billboard is legally removed by the developer as part of a redevelopment project.	10	No Change			
Building and Site Design	Sustainable Site and Open Space Design	The project utilizes a renewable energy source, such as geothermal heating, solar panels, or other similar system that is incorporated into the open space and capable of producing at least 25% of the buildings energy needs.	15	Removed, Redundant as Energy Efficiency points cover this	Removed	Removed	Removed
		The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City.	10	No Change			
		The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline.	5	No Change			
	Green Building: based on the ICC National Green Building Standard	Emerald	50	Change from ICC to LEED green building program certification, ICC not as well known or used. Points unchanged.	Green Building: based on the LEED green building program	Platinum	50
		Gold	40			Gold	40
		Silver	20			Silver	30
	Energy Efficiency	The project is capable of producing 100% of its power through renewable sources as documented by a licensed engineer.	50	Changed to account for off-site solar	Energy Efficiency: Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score:	The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 50 points.	

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		The project is capable of producing 50% of its power through renewable sources as documented by a qualified, licensed engineer.	25	Changed to account for off-site solar		The project is certified as having 50% its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 25 points.	25
		The project is capable of producing 25% of its power through renewable sources as documented by a qualified, licensed engineer.	10	Changed to Solar array points		Solar array: 10 points for every 500 square feet of solar panels. Maximum 20 points.	10
		The project is capable of producing 10% of its power through renewable sources as documented by a qualified, licensed engineer	5	Changed to Geo-thermal points		Geothermal heating and cooling systems: 10 points.	10
		The project is designed with passive, energy efficient features that are capable of reducing the energy needs of the building by at least 25%.	5	Changed to not require specific energy off-set		The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features.	5
	360 Degree Architecture	Architectural detailing is wrapped around all four sides.	20	Changes to qualifying criteria to require specific elements, see Guideline document, no change to points			
		Architectural detailing is wrapped around both side facades of a building, but not on the rear façade.	15	Changes to qualifying criteria to require specific elements, see Guideline document, no change to points			
	Historic Preservation	Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.	40	No Change			
		National Register: State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits.	20	No Change			
		Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director	20	No Change			
		Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	5	No Change			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.	50	No Change			
	Building Materials	The entire street facing façade, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed in the Transit Station Area Development Guidelines.	15	Change to 75% clad in durable materials, increased points to encourage use		At least 75% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above	20
		Other than glazing, doors and trim materials, projects that have a minimum of 50% of the street facing façade clad in durable, high quality building materials as listed in the Transit Station Area Development Guidelines.	10	Change to 65% clad in durable materials, increased points to encourage use		At least 65% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above:	15
	Corner Buildings	When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature.	10	No Change			
		A corner building is designed with a visual emphasis placed on the corner to make the building more prominent. This may include additional height, a change in material, or change in architectural detail.	10	Removed.			
	Rooftop Design and Use	A rooftop of a building is used as a common space for the building occupants.	6	No Change			
		A roof includes at least one of the following design features: 5 points Two or more sloping planes if the roof is pitched; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs significant enough to create a shadow line; Variations in height of parapets of at least 2 feet.	5	Revised sloping plans requirement and added overhang depth. No change in points.		A roof includes at least one of the following design features: 5 points Two or more sloping planes visible from a public street; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs that are a minimum of 12 inches in depth to create a shadow line;	5

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Eyes on the Street and Public Spaces	Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space.	5	Add minimum depth for balconies of 6 feet, with 30 sq ft of space		Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 6 feet and include at least 30 square feet of space	15
	Lighting	A project that includes a lighting plan that accomplishes at least one of the following: Casts light from store fronts onto the sidewalk; Highlights unique architectural features of a building; Highlights artwork or unique landscape features.	6	No Change			
	Signs	A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign).	2	No Change			
		An awning or canopy sign that is integrated into the design of the building.	2	No Change			
		A monument sign that is integrated into the site and compatible with the building architecture.	2	No Change			
	Public Spaces	A project includes a minimum of 15% of the total lot area.	15	No Change			
		A project includes a minimum of 10% of the total lot area.	10	No Change			
		A project includes a minimum of 5% of the total lot area.	5	No Change			
		A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable (must be within 330 feet of transit station).	3	No Change			
Public Spaces	Streetscape Amenities	At least 4 street furnishings	3	No Change			
		At least 3 street furnishings	2	No Change			
		At least 2 street furnishings	1	No Change			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Public Artwork	At least 1% of the project budget is dedicated to public art.	8	Changed to 2 points per art piece, up to a 6 pt maximum		Projects that include public art in a location where it is readily visible from a public space	2 points per art piece, up to a maximum of 6 points.
		At least 0.5% of the project budget is dedicated to public art.	4	Removed			
		A major piece of art work is incorporated into the project and is visible from a public space.	2	Removed			
Circulation	Connections and Walkways	Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles.	4	No Change			
		Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces.	4	No Change			
	Bicycle Amenities	The project includes lockers, changing rooms for cyclists and showers.	6	No Change			
		The project includes any bicycle amenity identified in the Bicycle Amenity section of the Transit Station Area Development Guidelines.	3	No Change			
		The project incorporates art into the design of the bicycle amenity.	3	No Change			
	Access to Transit	The project is located within 750 feet, measured along the most direct, legal walking path.	8	No Change			
		The project is located within 1500 feet, measured along the most direct legal walking path.	4	No Change			
				Add points for participation in City's transit pass program for multi-family residential development.		Multi-family residential development provides transit passes to residents through the City's transit pass program for a minimum period of three years from development's initial occupancy. Passes shall be available for free to residents at request. One pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required.	20

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Mid-block Walkways	The project includes a walkway accessible to the public that is a minimum of 20 feet wide that connects through the property to a public space, such as park, trail or similar area and allows for the walkway to be continued on adjacent properties.	6	Reduced required width of walkway, and increased points available.	Projects that improve the overall circulation and connectivity of a station area are encouraged. Providing walkways through a development improves how people move around and helps to break up the large blocks in the City. Walkways can be designed to be used for people walking, biking or if designed right, shared spaces with cars.	The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties	30
				Add points for including street or alley in project.		The project includes a narrow street or alley through the project that accommodates people walking, biking and driving.	20
Parking (see the Transit Station Area Development Guidelines for qualifying provisions related to this item)	Structured Parking	100% of the parking is in above grade structured or 75% in a below grade structure.	50	Changed to parking structure design, reduced points available		Parking structures that meet all of the following items: 1. The parking structure is wrapped on all street facing facades with habitable space. 2.100% of a façade where the parking structure is visible from a public space is wrapped in durable materials indicated in the building materials guideline. Where parking structures are not visible from a public space, at least 50% of the structure is wrapped in durable materials. 3. For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps. to qualify.	25
		75% of the parking is in above grade structure or 50% in a below grade structure.	40	Removed			
		50% of the parking is in above grade structure or 25% in a below grade structure.	20	Removed			
	Shared Parking	At least 50% of the parking is shared with other uses, whether on or off site.	15	Removed.			
		At least 40% of the parking is shared with other uses, whether on or off site.	12	Removed			
		At least 25% of the parking is shared with other uses, whether on or off site.	8	Removed			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Alternative Vehicle Parking	Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles.	5				
		Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 5% of the total number of spaces provided for automobiles.	3				
		A project includes dedicated parking stalls/equipment for a car sharing program.	3				
		A project includes a charging station for electric vehicles.	3 points per stall, max. of 9 points	Changed to requirement for certain levels of charging equipment. Increased points.		A project includes a charging station for electric vehicles:	Level 1 station: 2 points per stall, max. of 6 points. Level 2 station: 3 points per stall, max of 9 Level 3 station: 4 points per stall, max of 12
				New Parking Ratio Category and Points	Parking Ratios: Providing off street parking in structures, either below or above grade, allows for a compact development pattern and a better use of the land in a station area. The use of structured parking is encouraged.	Residential developments with a parking ratio less than 1 stall per unit:	25
				New Parking Ratio Category and Points		Residential development with a parking ratio less than 1.25 stall per unit	15
				New Parking Ratio Category and Points		Non-residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet: 20 points.	20
Approval Process:							
	Planning Commission Review Required	0-49 points			Planning Commission Review Required	0-124 points	
	Administrative Hearing Required	50-99 points		Removed Admin Hearing Process	Removed Admin Hearing Process	Removed Admin Hearing Process	
	Administrative Review	100 or more points			Administrative Review Required	125 or more points	

G. Open City Hall Public Comment Summary

Summary of Open City Hall Comments Received by 8/17/2016

Includes registered (on-forum) and unregistered (off-forum) users of Open City Hall.

New developments in the TSA zoning district do not require notice to the neighbors unless the proposal needs Planning Commission approval. Should a notice be sent to neighbors letting them know of a proposed project, even if the project does not need Planning Commission approval?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	78.2%	93
No	<input type="checkbox"/>	20.2%	24
Other	<input type="checkbox"/>	1.7%	2

The TSA zoning district requires all new buildings to be set back a minimum of 15 feet from the sidewalk along 400 South. Should buildings be allowed to be located closer to the sidewalk?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	51.3%	61
No	<input type="checkbox"/>	41.2%	49
Other	<input type="checkbox"/>	7.6%	9

The size of buildings in the TSA zone is regulated by building height and setbacks. Should the size of buildings be limited in other ways, such as limiting the width of the building along the street or requiring that some portions of the building be set back further from the street?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	57.3%	67
No	<input type="checkbox"/>	29.9%	35
Other	<input type="checkbox"/>	12.8%	15

Should the TSA zoning district require ground floor commercial uses, such as: shops, restaurants, and cafes along major streets like 400 South and North Temple?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	80.8%	97
No	<input type="checkbox"/>	10.0%	12
Other	<input type="checkbox"/>	9.2%	11

How can the City incentivize affordable housing in the TSA zoning district?

Answered

68

Skipped

54

[Hide Word Cloud](#)

Affordable housing low income need more out projects Tax incent

ives allowing building property Also ALL used ground people them make residents could new height units provide like from increase rent They being developers Allow unit parking retail space percentage project some cost community than apartments include require to build developments

Affordable housing is needed, but different areas have different conditions. North Temple and the surrounding neighborhoods are already saturated with low income, transitional and affordable housing and we need more market rate housing to balance out the neighborhood. I believe that negative points should be awarded for projects with above 30% affordable housing.

Tax incentives, allowing both affordable and market rate housing in the same building

Stop raising property taxes with no control whatsoever. Also, there is no continuity when it comes to property tax. We MUST pass a Prop 13 type of law so that in the future ALL business and homes, condos can afford to live in SLC. The injustice of the property tax is completely out of hand. IF you fix this issue, there WILL be more

affordable housing and other business' can and will know what to expect. As it stands, we are at the "mercy" of the Assessor with absolutely no oversight.

By incorporating the businesses used at the ground floor with the needs of the people in the housing area, as opposed to making them high end cafes and clothing shops, make them more in line with the needs of the housing residents.

I am very disappointed that buildings have been built on 4th south without ground floor commercial use. there have been many lost opportunities that we will not get back for 20-30 years.

I'm not sure what sort of incentives could work...all I can think of is tax breaks/monetary incentives.

All new housing should be optimized for energy efficiency, including rooftop solar. Energy efficient homes are more affordable for their residents, as their utility costs are lower. Plus it's the right thing to do! City could subsidize builders for the green energy aspects.

Perhaps the only housing allowed at street level could be affordable housing. Or height and setback restrictions could be more lenient if a certain number of affordable units were included.

Offer property tax credits to organizations or businesses that provide affordable housing.

1) Reduce the tax burden in the zoning district to attract builders, retailers and more home owners.

2) Move or offer Incentives for large polluters (such as Medical Waste facilities or heavy industrial collectives like refineries) to move from the rural zones this would attract more private ownership.

3) Elevate Trax, this will reduce pollution by; a) decreasing traffic congestion, b)decrease fatalities by isolating pedestrian traffic and mass transit. c) Finally this change in trax will increase efficiency of the transit system saving money on power consumption, through fewer stops and starts for vehicle traffic stops.

financial incentives to property owners to rent or sell to people who fall under a certain income level.

They've made strides on 400s w/ several new apts being built. I've yet seen a HUD structure even proposed for the N Temple zone yet. But I think it would be beneficial.

Provide developers with tax breaks. Allow more height for more affordability. Create rent control districts. Make sure a mix of income levels is maintained. Look at examples from other cities that have been successful. Also, I am not really sure why this question is being asked of the general public, since it requires specialized knowledge. Maybe phrase it differently if you are trying to understand what the public will be comfortable with allowing in exchange for more affordability.

Tax Increment financing, tax incentives (like LIHTC), fewer regulations/restrictions (allow more market housing units per affordable unit -- allow higher density; leniency on height or setbacks per affordable unit; allow more above ground or surface parking per affordable unit; lower impact fees; etc.).

SLC desperately needs more opportunities for young adults to purchase their first property. 400s has great potential for live/work units where the ground floor level can be used for retail/commercial to encourage walk-ability while the top unit can be used as the living space. This allows owners an engagement in growing the local economy because they have a financial interest in maximizing the potential of the retail/commercial space. Broadway Park Lofts attempted something like this with their 400sq ft studios, but they lack street level access. A 500-700 sq ft studio with 300-500 sq ft of retail underneath at ground level could be sold for \$200-\$250 per sq ft for the developer and give local residents a pathway into the local economy by owning their own retail space that they can develop or rent to a tenant.

Allow greater height in exchange for a percentage of affordable housing, and/or tax incentives. However, I think there should be a cap on maximum percentage of affordable housing in a project as well, 50% at most, but maybe 30-40% would be even better. Allowing massive projects that consist entirely of affordable housing will change them from being "a project" to being "the projects".

Tax credits and subsidies

Probably by allowing some greater height to make the cost worthwhile to developers.

I had no idea there was 'affordable' housing in these areas. Advertise it.

tax credits

By REQUIRING developers to provide affordable housing units as a condition of granting of a building permit.

Scale. Housing units need to contain a certain number of units to be profitable. The cost per unit drops as the number of units increases. Allowing larger (taller) buildings would enable developers to offer more affordable housing.

It could be really useful to select several of the stations and develop station area plans that 1) identify existing and future conditions of each station 2) cultivate a community vision specific to each station and 3) provides developers with strategic resources that are unique to each station. The latter of these three could involve the redevelopment agency and their ability to provide joint venture opportunities and financial incentives that relate to specific properties.

<http://www.reconnectingamerica.org/assets/Uploads/tod202.pdf>

I'm sure that UTA would be more than happy to assist you with this (wink)

Good question. How can you "incentivize" any affordable housing in this city? Sugar House is a disaster. You should probably not approve building permits unless you have guarantees of affordable housing built in to the application process. Why should you have to incentivize anyone? You are turning our city in the the next San Francisco. You are pushing out the diversity of residents in favor of high end housing and shopping. I wonder if that can be sustainable over the long term. Probably not.

Make a percentage of affordable housing a condition of project approval.

Increased FAR/Height for buildings that allow for integration of mixed rental costs. i.e.: is it affordable for someone anyone at any income scale?

Remove blighted properties such as Gateway motel and All star motel , and the Hostel on 800 westthey are creating pockets of drug dealing use prostitution and other crime.

Offer sustainable options like subsidized solar.

I hope by affordable housing we mean more than low rents. The west side should not be allowed to become a strictly for rent area. Our community deserves to have long term residents who can own their condominium not just rent apartments.

Eliminate mandatory minimum parking, encourage density and smart design to maximize square footage, and streamline the process so developers have to do more work not to include affordable housing

Set aside a certain percent of units at below market rates.

require at least 10% of the apartments to be used for low income, homelessness, etc.

You can give the people who are forced to live with the "affordable" housing a tax break, or some kind of landscaping incentive to improve the neighborhood, so that is doesn't look like a slum. It also would be nice to build luxury apartments/condos to offset all of the affordable housing being built to keep the neighborhoods balanced vs. just turning the west side/4th south into a ghetto.

Extend the radius from 1/2 a mile to a mile; projects falling w/in that mile zone should have the permitting fee reduced from 10% of cost and labor to 3% of cost and labor. The 7% reduction will highly incentive newer, better, & more livable space within SLC.

Other than those incentives already offered, I have no ideas at this time.

Dont we already have too many new housing developments?... Maybe incorporating town houses where families and couples can buy their own city dwelling and be a part of a community, not another apartment complex that keeps everyone shut inside the building.. TOWN HOUSES!

Require a minimum percentage of low and mid-income housing as part of the project. If the developers won't touch it - let them go - they're the wrong people to be building in our community anyway. Most of them are in it for nothing more than next quarter's profits. We need community builders that are looking to include ALL of us - not just their pocketbooks.

For one, it could be a requirement. If someone wants to build in our city, they should go by city rules otherwise we don't want them. The developers could also get a tax incentive for having affordable housing, green building, and retail space, amongst other things.

Require it.

It shouldn't. Why is the city subsidizing (which means current residents get to pay for it) housing for a portion of the population through private housing construction? I'm tired of subsidizing employers that can't or won't pay their employees enough to cover basic needs.

Mixed housing development with a variety of amenities within walkable/bikeable distance

Property tax breaks for developers that include a minimum percentage of affordable housing.

If we continue to allow new developments in our city to charge such height rent or prices for condo living, we will push natural Utah residents out of Utah. Most of these developments are being consumed by people from out of state and even out of country paid for by the corporations that house them here. As Utahns, we should strive to keep these developments priced in a range that our family, friends and fellow Utahns can afford.

Perhaps, instead of offering tax breaks to these already wealthy developer, we could require that the price of rent or mortgage be consistent with that of something a typical Utahn could afford on a typical Utah salary....

Allow for additional height and units. We need more height anyway. Height has fewer negative impacts than building length. Also, Maybe the city can use impact fees to designate affordable units.

Make affordable housing minimums part of approval for the development

Lower impact fees and taxes if a building has ground floor retail and affordable units.

Keep it clean. Affordable housing always resonates with low income housing. In all the places I have ever see either they always end up dirty covered in graffiti and have a lot of drug use.

Lower parking ratios; TRAX makes it possible for a two bedroom household to own one car.

Require minimum heights set to the current maximum zoning heights. provide waivers to go under the height with at least 20% of units being affordable.

Additionally, add flexibility to parking requirements, materials and such based on the percentage of affordable housing.

Perhaps making less hoops for developers to jump through if they are providing affordable housing.

Allowing for more height.

additional height for more affordable units? additional parking?

It seems like the easiest thing to do is to allow developers to build some extra housing instead of building car parking.

- Design "bicycle apartments" that come with bike storage space (not car parking)

- Build some apartments with parking variance so that space is used for human dwelling, not for cars

- Allow developers to build some very small efficiency apartments with no car parking

- A program to include transit passes with rent for low income tenants (instead of building car parking)

Try underground parking. Require all new housing to be energy efficient. Require recycling bins. Include some landscaping that looks nice.

Provide a reduction in parking requirements or a density bonus for developments that include affordable housing

I think that the west side has plenty of affordable housing and anything on north temple to be at market value housing.

There is enough affordable housing on the west side.

Fast track affordable housing through the planning process.

I am uneducated on the myriad of options that are currently employed or that could be employed. I think this question seems like it could be a senior thesis in urban planning and policy administration, and I am curious about what knowledgeable people will offer as ideas.

Ultimately, developers are looking for financial incentives. And for a project to be viable they must demonstrate to lenders they can meet the various requirements. Providing incentives to help developers achieve these goals is critical. Also matching the right incentive with the community (not all communities within the TSA are the same).

Density bonus for affordable housing, land subsidies

One big obstacle to affordable housing is that banks refuse to finance projects unless the developer includes an abundance of parking. The cost of the unnecessary parking gets passed on to renters, which makes leads to unaffordability. If the City were able to arrange financing for developers from a lender not requiring unnecessary parking, it would go a long way to increase the stock of affordable housing.

One big obstacle to affordable housing is that banks require an abundance of parking in order to provide financing for a project regardless of whether the parking is even necessary. The cost of the unnecessary parking gets passed on to renters, making the housing less affordable. If the City could arrange financing for projects, which doesn't require the developer to build unnecessary parking, it would go a long way to increase the stock of affordable housing in Salt Lake City.

Commission Approval of the design of new developments should not be sacrificed to increase affordable housing; we need better designs on 400 S and North Temple. Stronger tax incentives should be used to increase the amount of affordable housing. I believe height is beneficial in the TSA zoning district so perhaps increasing the amount of affordable units should increase the maximum height these developers could approach. This would insure that developers would still be receiving the profits they need to make the project financially attainable while also increasing the height of buildings in an area with extremely wide, un-walkable streets.

Carrot and stick. Taxes and low cost variances that accomplish the intended original purpose.

I strongly urge the city to pursue adding inclusionary zoning in the 400 south district, or to waive parking minimums for developers including more than 60% affordable or low-income units. Parking minimums greatly increase the costs of development (<http://www.uctc.net/research/papers/351.pdf>) If these minimums were waived for projects in close proximity to transit, developers could use the money saved in order to provide more affordable housing.

Allow for additional height or unit numbers and allow for lower parking to resident rates

Requirements for a certain percentage of affordable units and also incentives to increase those percentages.

Are there other design standards that should be included?

Answered

74

Skipped

48

[Hide Word Cloud](#)

retail first floor long they don't think so put issues out way public new Walkability between buildings Signs nice S see beautiful from street level like width required avoid huge also height too along parking lighting space requirements what behind windows into garages glass all engagement could points front Look design standards More feel than main encourage been building materials stucco landscaping surrounding structures suburban style over etc designed last only original years large developments areas North developers other Another pedestrian much development parks up top people looking well energy trees amenities 50 including equipment was LEED access possible sidewalk uses small square beige get some architecture green take care cheap cement end downtown ground garage doorboxes quality being better used location area transit Bike less Limit Apartments 400 far brick use colors EIFS

Strongly recommend retail options on the first floor.

As long as they are safe and structurally sound, I don't think so.

Always put these issues out to vote and/or notify anyone who will potentially be effected by the wild west way of informing the public of new issues or, proposed issues. Where is the transparency and how can we, as the public really have a proper say?

Walkability between buildings. Signs.

Rooftop seating/gardens are nice, as it's hard to see our beautiful mountains from street level.

I like the idea that after a certain width, a change in setback would be required to avoid huge expanses of similar edifice. I also wonder if height restrictions reduce

the incentive to put shops underneath because shops like nice high ceilings too (along with patios and parking).

Signs should be standardized.

Mainly lighting and considerations on space for bus zones.

Yes - existing TSA street level window requirements do not specify what needs to be behind the windows. This leads to windows opening into pedestal parking garages and into wall immediately behind the glass (not ideal at all) - faux street engagement. Point system could give significant extra points for either mid block walkways or subtract points for buildings exceeding a certain street front width.

Look at the urban design standards for Regent Street.

More variety at street level. Many of the current blocks feel like strip malls at street level rather than a vibrant, walkable, street like you might find on main street or in park city. Public art installation and murals should be encourage, like what has been done along 300s .

building materials on all floors are important.

No more stucco

landscaping

Consistency with surrounding structures and outlawing suburban style construction techniques (stucco over foam, plastic siding panels, etc.) as these are essentially temporary and designed to last only the life of the original enterprise, likely only 10-15 years.

I would like to see a requirement for public art for large developments.

Street connectivity seems to be something that could really benefit station areas effected by the TSA, especially along North Temple. Is there any way to encourage developers to contribute to the Capital Improvement Program, or other funding that is tied to infrastructural improvements? Another major circulation issue is the interconnectedness of pedestrian and bikeways.

Another concern is that, although much of the development includes open space, it's only accessible to the residents of the development . . . they're like private pocket parks. Ethics aside for a moment . . . to be walking on the street and see

nothing but budget landscape, then look up and see mere suggestions of a lush and beautiful space atop the podium, just makes the person on the street feel "lesser" . . . a have-not. This type of "roof top" greenery does nothing for the social equity of the street. It just provides a division between people looking down and people looking up.

Sustainable building materials and practices as well as alternative energy requirements.

What makes the city council qualified as architects and designers?

Lighting, safety

Public space, street furniture, trees, covered entry, pedestrian and bicycle amenities.

designs such as what happened with family dollar 900 west 50 North including display windows (that only house card board and unused store equipment)...was poorly designed.

They initially had promised electrical hook ups for cars that somehow did not happen.

LEED certification or other sustainability- focused standards.

ADA access should be made as seamless as possible and city should provide greenspace of three to four feet between the street and sidewalk integral to street lighting.

Minimize and hide parking garages (but not their entrances), mandate active street uses, incorporate small parks and plazas, avoid monolithic buildings (very wide or very square), and ban beige stucco forever

Let's get some diversity in architecture. Almost all of them look way too similar!

outdoor lighting

Yes, build up, not out, include green roofs/and garden areas for food.

25% deeply affordable units in residential multi-unit buildings.

Some new architecture. Get some originality SLC

Adequate lighting

I think retail, parks, walkways, or other publicly-shared amenities are an absolute must. Many of these buildings are closed-off fortresses. It reflects a suburban developer mentality of "I'll take care of mine - you take care of yours." But in the city - we all live together - and these dozen or so new mega-developments around town seem to reflect the cheap suburban isolationist mentality. Stucco, 2 stories cement / 4-5 stories of wood (cheapest possible combo for maximum square footage), beige, and no street-level interaction. If SLC is interested in the long-game - these developers are not serving in our communities interests. This has been probably one of my top 3 issues with the City the last few year. I have a stucco box development on the end of my Victorian dead-end street downtown - and it was a wet blanket on all of us.

Landscaping adjacent to sidewalk, Break big buildings up into smaller buildings. Sugar house building height is excessive.

Lighting should be regulated, on the ground level and exterior of the building. These developments can end up having a ton of light pollution if not watched. Parking garages should also have regulations for garage door setbacks, see thru doors maybe, mirrors and signage. I have seen too many bikes, pedestrians or animals nearly get run over from people launching out of a hidden garage not wanting the door to come down on their car or not even paying attention.

Yes. LEED and other green building certifications should be embedded.

There should be LEED standards and renewable energy implementations on all new structures.

Sorry, but to me a lot of the new buildings are pretty ugly. They should be more appealing rather than square beige boxes that cram as much development into small spaces for bucks. Some of the building quality being rented for more than 2200 is appalling and will fall apart within a short ten years. Street engagement, public green space and amenities, stronger better street trees as well as real care of existing landscapes/trees already established during the building process, materials used, color, impact (visual, noise, smell, etc.) as well as location of equipment (such as air conditioners on balconies, and screening of mechanical equipment on roof tops), building shapes with interest considering the context and surrounding area, real transit support with better access and supporting amenities, location of ingress and egress and their impacts, where all of the

meters are located, should be charming with artistic elements to the skyline..more than I have patience to write.

Higher quality building materials ought to be required along the main corridors, with no stucco allowed.

Bike access and parking, making sure every block is walkable (avoiding border vacuum effect of huge monolithic developments that make pedestrian access secondary and feel unwelcome)

Attractive, long-lasting materials that fit in character with original structures in the area.

Yes, of course. Our city is amazing and beautiful. Let's keep it that way. When a developer strives only to maximize person profit, rest assured that the development is not one the residents of this city would approve. It should be an honor to build something in this beautiful city, and maybe these developers should accept a little less personal monetary gain and instead be awarded with a sense of achievement knowing that they are doing amazing work for our city.

I'm not kidding.

I've noticed that many of the latest housing developments are already starting to crumble. Stucco and cement siding are not for us. The extreme swing in temps in Utah are too much for this type of exterior.

Local small business could thrive if we required city developments to purchase more than 50% of the building materials to be purchased locally. This could range from cement and rock to bath, lighting, windows and so much more. The possibilities of including our small business economy are endless.

Please prohibit white walls behind glass. A fake window is even worse than a parking garage. Locate parking garages in the back whenever possible and storefronts or lobbies in front. If a garage is necessary in front, please don't allow the walls-behind-glass loophole.

Limit building width. Encore Apartments on 400 E and Denver St. is far too wide and inactive.

Better facade materials. Stucco and vinyl will sell because they are new, but brick and wood are more charming now and into the future.

Quality materials, percentage of brick & stone to avoid things like stucco and cheap paneling.

Landscaping, street furniture and other bike/pee amenities

Fenestration requirements should be more specific. Windows into ground floor parking garages are ugly and absurd.

No blacked out windows going into parking garages on ground level.

Office or retail space at human scale on ground level.

More native landscape planting that uses less water. More education signs on how to use less water.

Keeping some green space. Don't take a large open area that has a little building and put in huge apartments that fill the whole the lot. We like the openness of north temple, that it doesn't feel like the main part of the city like downtown 400 S and 400 E does....

Balconies are nice to have. Stoops up to a door (brownstone style) with another door underneath the stoop (concealed) is a nice way to add a large number of doors without having it become overwhelming.

Stucco cannot exceed 30% of the entire building external surfaces (including those surfaces that face an above ground parking garage).

Waivers up to 50% for 25% affordable housing of total units.

Building materials should be further regulated. There is far too much cheap stucco being used on new residential buildings. Anything to encourage more original and unique design of buildings should be encouraged. Much of what has been constructed along the transit corridors over the last few years has been incredibly suburban and uninteresting.

landscaping, streetscaping, parking, accessibility by bike/peds

Walkability design standards:

<https://wfrcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=7d1b1df5686c41b593d1e5ff5539d01a>

LEED Green building certification: <http://www.usgbc.org/>

energy efficiency

No.

No

Building materials & aesthetic. These new buildings are eyesores: they look cheap, poor mixes of materials and colors, and have killed the downtown commercial vibe.

Limit or eliminate the use of stucco.

Try to keep or add trees/greenery along public access points and sidewalks.

Considering cyclists and pedestrian traffic, including green spaces and areas for community gathering

Design standards should: require high quality construction materials, architecture and energy efficiency; prioritize walkability, active transportation, and transit use; allow for a mix of uses; provide interaction with the streetscape

na

No. The City should be more concerned about public safety issues than being architects.

I believe that the current aesthetic of apartments and condos in Salt Lake City (on and outside of these particular zones) is too uniform and cheap-looking, only to look dated and out of style in 10 years. Timeless materials like stone, brick, or other should be encouraged for a better-looking and more sustainable facade, without compromising the eco-friendliness or earthquake-readiness of the structure.

Benches/seating, streetlamps, trash cans?

Colors other than beige would be a welcome change. ;)

Colors other than beige would be welcomed. ;)

More transparency at the street level, more durable and articulated material required (limit EIFS) street trees and sidewalk engagement.

EIFS should not be used on any new developments. It's apparent that most new developments downtown are using the same cheap looking material. EIFS is prevalent in the suburbs not the city center. Perhaps landscaping can be included.

I appreciate that the usage of stucco is being addressed but I would go so far as to eliminate it entirely. Also, I think it was mentioned, but there should be a maximum height to width ratio so that these large compounds that are being built on 400 S no longer receive approval.

No

Color and hues of buildings, utility boxes, awnings, etc. Location and design of parking. Location and design of utility boxes and connections. Access and egress to include the affects of headlights, auto noise etc. and other environmental considerations. Affect of radiated heat and light from glass and other materials on surrounding facilities.

Create standards that enhance individuality between projects, so that not every apartment complex being built looks exactly the same.

Increase ground floor heights to a minimum. Example, 600 South Lofts lack pedestrian scale due to first floor heights. Instead of the first floor use of a development appearing as an after thought, it should be more important than the building's top floor. Also, limited square footage/building frontage. Can be designed as separate facades if needed but need paseos and plazas for variety and livability.

Is the design and location of parking garages an issue for you in the TSA zoning district?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	61.9%	73
No	<input type="checkbox"/>	26.3%	31
Other	<input type="checkbox"/>	11.9%	14

How important are the following guidelines to you?

Including commercial uses (shops, restaurants, etc) on the ground floor with residential above

		Response Percent	Response Count
Very important	<input type="checkbox"/>	72.5%	87
Somewhat important	<input type="checkbox"/>	15.0%	18
Important	<input type="checkbox"/>	5.8%	7
Not important	<input type="checkbox"/>	5.8%	7

Including affordable housing units in the development

		Response Percent	Response Count
Very important	<input type="checkbox"/>	44.2%	53
Somewhat important	<input type="checkbox"/>	27.5%	33
Important	<input type="checkbox"/>	14.2%	17
Not important	<input type="checkbox"/>	14.2%	17

Using alternative energy sources, such as solar or geothermal power

		Response Percent	Response Count
Very important	<input type="checkbox"/>	55.0%	66
Somewhat important	<input type="checkbox"/>	24.2%	29
Important	<input type="checkbox"/>	15.8%	19
Not important	<input type="checkbox"/>	5.0%	6

Certifying the building for energy efficiency (LEED or other "green" building certification)

		Response Percent	Response Count
Very important	<input type="checkbox"/>	43.3%	52

		Response Percent	Response Count
Somewhat important	<input type="checkbox"/>	27.5%	33
Important	<input type="checkbox"/>	18.3%	22
Not important	<input type="checkbox"/>	10.8%	13

Incorporating high-quality building architecture and design

		Response Percent	Response Count
Very important	<input type="checkbox"/>	65.0%	78
Somewhat important	<input type="checkbox"/>	23.3%	28
Important	<input type="checkbox"/>	7.5%	9
Not important	<input type="checkbox"/>	4.2%	5

Providing walkways, narrow streets or alleys to break up large blocks

		Response Percent	Response Count
Very important	<input type="checkbox"/>	62.5%	75
Somewhat important	<input type="checkbox"/>	20.8%	25
Important	<input type="checkbox"/>	11.7%	14
Not important	<input type="checkbox"/>	3.3%	4

Reducing the amount of parking provided in the development

		Response Percent	Response Count
Very important	<input type="checkbox"/>	32.5%	39
Somewhat important	<input type="checkbox"/>	24.2%	29
Important	<input type="checkbox"/>	21.7%	26
Not important	<input type="checkbox"/>	20.0%	24

Are there other guidelines that should be used to measure the performance of new buildings?

Answered

45

Skipped

77

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Ownership important condos **over** apartments think **more** Solar **them** current How a
ctually transit get community outside building space **buildings** residents p
asses Vents back street material requirements **need** huge far too like affordable transport
ation bicycle **parking** measure density long term spaces filled **SO** into where yea
rs **housing** adjacent crime walls walkways pedestrians **Public New** Retail better design
developments don't give neighborhoods want developers **they** size Most up 5 ugly Why d
o Smaller **development** see all above question require provide small park **height** u
nderground downtown than least **TSA** use businesses heights zones project neighborhoo
dunits way post occupancy evaluations conducted performance lots

Ownership is important. I would recommend condos or townhomes over apartments.

I think more emphasis should be put on Solar/wind to power them and getting them off the current system.

How many people are actually using transit to get there. Ability to have community events, outside or within the building

Plant trees in space in front of buildings.

unique incentives to reducing driving by residents, bike lockers, elevators that allow bikes and/or subsidized bus passes.

Vents or building exhaust vents should be located to the back of the buildings not the street.

Architectural material requirements need vast improvements.

There is a huge demand for ownership in SLC and far too many rentals at current. 400-700 sq ft condos would sell like hotcakes, but nobody is building them at affordable prices!

we are losing sight of the mountains. the beauty of our city comes through our connection to them

Facilities for alternative transportation modes, such as bicycle parking, electric vehicle parking

A quantitative measure of intensity instead of density

Think about the long term sustainability of keeping these spaces filled so as not to get into a boom and bust cycle where everything will need redeveloped again in 20-30 years.

More affordable housing adjacent to transportation

Safety as far as attracting/repelling crime

Reflectivity of walls and glass facing walkways and roads should be mitigated to lower traffic risks and to increase comfort of pedestrians.

Public space

New buildings need to be able to accommodate parking

COMMUNITY ENGAGEMENT. Retail, parks, walkways, public spaces, better design. NO MORE STUCCO! If the new developments don't give back to our neighborhoods - we don't want them. Wait for conscientious developers that actually give a damn about where they're building and how they integrate in to communities.

Walkability

I think that better size regulations should be a new consideration. Most of the new housing developments that have gone up in the past 5 years are gargantuan, so obscenely huge that they shadow adjacent neighborhoods and buildings, and stick up like ugly soar thumbs across our cities skyline. Why do they have to be so massive. Smaller and more diverse would be amazing, and open the market to different development styles.

Yes see all above in previous question.

I'd love to require everyone to provide a small public park if their development is over a certain size.

There should be height restrictions so

Parking is a question. Parking is "ugly" and a waste of space unless the development incorporates an underground parking structure. It would be awesome if in these underground parking structures there was a percentage of parking available to the public with an hourly cost. There is not enough parking downtown and that hurts small business the most.

Buildings width should be less than twice the height at least. This is downtown. Why do new TSA zone developments resemble suburban apartments? We should build taller and narrower.

Amenities outside of the development

Mixed use. Sugar house is a good example of too much housing without office space where the residents can work. It is going to fill with thousands of residents who have to commute to downtown to find a job.

marketing versus amount filled in by businesses. revenue

Transparency of the Frontage; 50% or above.

No maximum heights for TSA zones. Minimum heights need to be started. This means that all buildings must be at least a given height. in the TSA zones, this should be set to at least 100 feet.

Increased height/density should be awarded more points, particularly for buildings over 5 floors. If this requires zoning changes, that should also be considered.

If parking requirements are reduced, residents park on the street which is unfair to neighbors.

Require solar panels. Maybe bicycle storage areas.

Provide subsidized transit passes to residents, provide bicycle parking

No

No

A multi-use project can breathe more life into a neighborhood than a project that is just housing.

Higher ratio of owned units to rented units

The most important thing is to engage pedestrians at street level in any way.

More post-occupancy evaluations should be conducted to measure the performance of TSA development.

More post-occupancy evaluations should be conducted to measure the performance of TSA development.

Smaller lots should be preferred over larger lots. I don't want to see attractive, historic buildings being torn down to make way for huge apartment complexes.

Zero impact on existing buildings and uses in the neighborhood. Design features that decrease opportunities for crime and the congregation of homeless and unsavory folks. Crime prevention and reduction elements.

Guidelines to incentivize developers to give local/small businesses priority for ground-floor retail leases

Long-term adaptability, material wear, soundproofing flooring and walls.

Do you have any additional comments or concerns with the current TSA zoning district regulations?

Answered

40

Skipped

82

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affordable housing low income like see more those who t one make too
much rules public needs building thanks asking best people still density
development nearby retail cafes over parking close space developme

nts Thank **us** your process **developers** system example behind windows **us**
es encourage **pedestrian** activity outdoor dining interesting etc stop apartment buil
dwhat planning does **community** seen progress garages **along** sidewalk **they**
from Please Very integrate **new** how issue **just** northsouth Temple amount
street things out area **Do neighborhood** want shop head **Seasons Li**
brary Square get help was zoning developer **so** Look Hall Safety Then any
other add **Need** Salt Lake currently live beautiful **cities** front addition lets amazing
Within regulations able code most buildings taking around them profit rather **than** havi
ng let Provide friendly really **right** design real take care pedestrians shade trees small g
athering places decent set backs hallmark **needed** could level create **transit** boulev
ard every whole charm key know zone **all** way benefit incentives include Apartments u
p being s m first Current reviewed potential zones TSA less traditional land allow use ch
anging scoring

I imagine "affordable housing" means low-income housing. If possible, I would like to see more housing available to those who can't afford \$1200/mo in rent for a one bedroom but also make too much to qualify as low income.

too many rules and, the public needs to be allowed to be more involved.
Slow down the building

thanks for asking

I worry that despite our best intentions people are still determined to drive and high density development increases traffic. Bridge walkways to nearby retail, cafes near bus stops, sharing over/evening guest parking with nearby retailers who may close at 5pm would save space and reduce impact of developments.

NO.

Thank you for involving us in your process!

There should be a mechanism to deter developers "gaming the system," for example placing parking behind windows. Active uses that draw people and encourage pedestrian activity, such as outdoor dining, interesting window displays, etc should be rewarded.

Too many rentals, no opportunity for people to buy. Everyone is waiting on developers to stop building apartment and build condos.

sugarhouse is glaring example ow what this type of planning does to a community. growth should not be seen as progress when crowded, sterile development like this is what results.

Parking garages should not be located along the sidewalk; they detract from the pedestrian experience.

Please please please . . . make this a topic for the Development Advisory Forum.

Very important to integrate new plans with much thought on how to preserve the older neighborhoods that exist

n/a

Parking is already an issue as can be seen on 600 west just north and south of North Temple. The amount of on street parking needs to be addressed.

A couple things that keeps people out of the area are prostitution & drug sales. Do something about these problems, and you'll reclaim the neighborhood, and people will want to stop and shop.

Like I said, our street (Stanton Avenue) had a head-to-head battle with Seasons at Library Square and lost. We couldn't get help from the City bc there was no zoning or rules to make the developer have to do anything to give back, or integrate with the neighborhood. And doing so would have cost MONEY - so they didn't. Look at the Library. Look at City Hall, the new Public Safety Building. Then look at Seasons at Library Square (or any other of their developments). Then tell me how these 'add' to our community or not. Please feel free to contact me if I can be of further help on this issue : Matt Monson : mattmons@gmail.com

Apartment complexes should not charge the residents for parking. Need more usable outdoor decks. Windows should be operable.

As a 9 year resident of Salt Lake City, I currently live in the beautiful Library Square neighborhood. The Library, Leonardo, City Hall, Public

Safety Building, Victorian homes on a quiet street, and many of the cities finest festivals and events, are just outside my front door. The latest addition to our neighborhood has been oversized and visually displeasing Seasons at Library Square...and lets be honest, this is not an attractive "urban" addition to this amazing and historic neighborhood. Within regulations of the time, Seasons was able to build, within code, a building so large that you can no longer see Mount Olympus and the Wasatch Mtn. Range from Library Square, one of our cities most beautiful and renowned structures. It is buildings like this that are quickly taking over majorities of vacant lots and casting shadows on the vibrant community around them. Too many developers seem hellbent on maximum profit, rather than having any focus on the people or the planet. Thank you for putting out this survey and asking for public input, it is so meaningful. And lets PLEASE pass new zoning regulations for developers wanting to build in our city, because I love Salt Lake, and I want it to still be an amazing place to live 10 years from now. How we let our city be developed is a huge player in how we progress in the future. Thank you again!

Daylighting creeks and enhancing the natural environment. Provide parks and open space in the designs.

Related: What does pedestrian friendly really mean? The regulation incorrectly labeled encourages building a building right on top of the sidewalk or having the parking garage (often more than one) pour out across the sidewalk from a dark unattractive hole in the center of a building design is not really pedestrian friendly. When this was ordinance and culture was created the real intent was to maximize the buildable space not take care of walkability or the community. Creating a beautiful street scape where pedestrians are not pushed too close to the street with shade trees, interest, engagement (shopping, dining, small social gathering places like plazas, cafes, etc.), decent park like atmosphere with decent set backs does. In fact, set backs are a hallmark of the history of this city not just South Temple. REAL GREEN SPACE is healthy, reduces heat island effect, heals the spirit and provides much needed help with cleaning our air. Developers could add street level fountains, water features, benches, gardens, small gathering places to create a wonderful transit boulevard. TALL shade trees vs. small minimal lolipop trees are a

hallmark of every great neighborhood in this and other cities. So many cities do a good job of taking care of a whole person, the whole community. When we think of the charm in Paris or grand boulevards around the country we see careful planning. The City needs to decide the key elements of charm that it wants to be known for and incorporate them in this and every other key zone. . There are hundreds of examples that have come before us. We could take the best from all cities to create an interesting, rich and charming transit boulevard rather than a concrete canyon that makes people run the other way. We have to help encourage people to do the right thing for the long term benefit of the City.

Thanks for your concern! I would recommend preserving architecture in most circumstances over new construction.

Affordable housing incentives should include incentives to provide ownership, not just rental, units.

Please close the "white wall behind glass" loophole as seen in the Encore Apartments. As bad as street-level garages are, this is worse.

It seems like the city planners know all the right things to do (break up the blocks, regulate parking, affordable housing, ground level retail, etc) but the buildings that are being built are terrible and do not benefit the city in those ways. Why let developers shape the city for their personal profit and hurt the city's character?

Not leaving places for illegal activity or homeless people to sleep

I'm really liking the look and function of apartments 'wrapped' with townhouses on the first 2-3 stories.

Current zoning is too much in the developers favor. Yes, projects are needed but they should enhance the community not just the developers pocket books.

I'm very glad these guidelines are currently being reviewed and improved. There is a lot of potential along these zones in our city.

Transit, pedestrians and bicycles need to be first priority in TSA zones. TSA zones should not just be retrofitted car-developments. Let's do this right!

I agree with walkable communities. Integrate housing, business, and health care so we can get along without cars.

No

No

You need to have more parking, not less. Some of us will not shop or live in that area if there is less parking!

Please do not change permitted uses to a traditional land use table. Please allow this zone to remain flexible on uses. This is the only zone in Salt Lake city that allows for flexible uses. The traditional land use table is way too restrictive and all land use tables in the city need to be reviewed and changed quarterly to keep up with changing times and changing uses.

The regulations generally are working well and bringing housing and higher density uses along transit lines.

No.

No.

We are not the only , nor the first to do this.

Eliminate parking minimums. Allow developers to include the amount of parking they see fit, and institute parking maximums instead.

Question whether updating a scoring/rating system that has already failed is the best process. And the scope is limited, all current zoning downtown should be updated with these standards, ultimately moving to a form-based code. This allows for creativity while considering neighborhood and street front. A design review board is needed for all new development. The scoring, like all zoning, is nothing more than a check box. And more likely that a developer is able to find potential loopholes. More aggressive action is required to get the desired and needed mixed-use development, not just 400 South and North Temple but throughout the city.

H. Additional Public Comments

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

**MAIL COMMENTS TO:
DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO Box 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com**

Name: Luke Garrett

Address: 634 S 500 E 84102

Email: [REDACTED]

Phone: [REDACTED]

COMMENTS: I like the changes! My suggestion is for Building materials section. Go 100% quality, durable materials. Perhaps estimate increased costs for developers for different scales of project.

I seems to me that scale and quality of materials are the main concerns in the community. Even w/ increased cost to builders, 100% quality/durable would raise values for everybody.

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

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DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO BOX 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com

Name:

George Chapman

Address:

1186 S 1100 E

Email:

[REDACTED]

Phone:

[REDACTED]

COMMENTS:

75% ground floor mixed use
restaurants/b stores (not just offices)
encourage walking (GOOD)
should be city wide! Sugar House
remove no bikes on downtown sidewalks
make sidewalks in TSA
10+ feet!
If you want to emulate Paris, make
them 30ft!

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

**MAIL COMMENTS TO:
DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO Box 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com**

Name: Byrne Garner

Address: 170 N 800 W SLC

Email: [REDACTED]

Phone: [REDACTED]

COMMENTS:

In the TSA zoning point scale there should either be a maximum 50% of units in a development that are affordable or negative points for going over 50% of units that are affordable.

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

MAIL COMMENTS TO:
DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO Box 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com

Name: Jade Sarver

Address: 62 N. 1000 W. SLC, UT 84116

Email: [REDACTED]

Phone: [REDACTED]

COMMENTS:

I am from the Fairpark Community Council and am in favor of much of the planned changes. However, I am opposed to the Affordable housing changes specifically for the area along north Temple. Having high concentrations of low income housing is not ideal for the neighborhood as a whole. I'd recommend a maximum amount of affordable housing. I'd also recommend negative points for affordable housing over 50%.

Echeverria, Daniel

From: Russell Swaner [REDACTED]
Sent: Tuesday, August 02, 2016 4:31 PM
To: Echeverria, Daniel
Subject: TSA zoning

I am the property owner of a rental property at 955, 957, 959 Folsom Ave. The property has been owned by my family for 50 years. I am a small LLC not a large conglomerate. This property supplements my income. I am 66 years old and on Social Security. The buildings have had a great rental history except for about the last 10 years. Every time the city makes a change in the zoning it gets harder to rent. The TSA zoning has by far been the hardest. It took 9 months which is a loss of about \$18,000 dollars to me. I try to keep my buildings in good condition so that I can get them rented as soon as possible. The neighborhood is in very poor condition, the streets are in very poor condition and there is no curb and gutter. There are no storm drains and we have paid fees for 50 years. The streets flood all the time and there are weeds and garbage everywhere. I feel very lucky to get anyone to rent in this neighborhood. I have always had to cut the price of rent to attract a renter. The city seems uncaring that a vacant building not only deprives me of an income but makes it impossible without that income to pay my property tax and insurance. If the city has a lot of vacant buildings that are impossible to rent there will be more broken windows and more graffiti and the neighborhood will deteriorate even further. This will make it even harder to rent. Is that what you really want? If the city is serious about making the area more desirable they first need to make up grades to the area then change the zoning. This building has always been rented as a warehouse and now the city says it can not be rented as a warehouse, This is ridiculous, a warehouse has many uses. That is what makes them a great rental property.

,
Thanks, Russell B. Swaner

Echeverria, Daniel

From: Chris Parker <Chris@givgroup.org>
Sent: Tuesday, August 16, 2016 9:44 AM
To: Echeverria, Daniel
Subject: TSA suggestions
Attachments: North Sixth Corner.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Daniel,

I attended a meeting re: a few proposed updates to the TSA zone this past month. I didn't have a chance to comment at the meeting and am hopefully not too late to do so. In either case, I think a few tweaks to the code might help good projects move forward.

1) Include natural stone tile as one of the durable materials allowed on the main floor. (Pic attached)

2) Consider keeping the affordable housing score the same as what it was in the prior version. Our group very recently took an affordable project through TSA review and feel that it was sufficiently valued in the process. My fear is that the 20 point boost will allow affordable developers to build bland and unresponsive facades that will further engender nimbyism toward housing in general. We had little problem securing a reasonable score with the current boost. I'd also note that the last LIHTC cycle saw a ton of winners along N Temple under the past scoring system. If a boost is given, maybe restrict it to 400 S. that faces larger barriers to affordability?

3) A project we recently submitted for TSA review attempted to pilot a method of attaining Net Zero status at a cost neutral basis. Our thinking is that if we prove that Solar powered buildings can be constructed without economic hardship to developments, we can get the bulk of the city's developers to follow us down that path. Our methodology was converting the entire energy systems of the building to electric power and utilizing RMP's new subscriber solar program to buy a share of an offsite solar field. I think this model has the best chance of clean, wide-scale adoption but it currently isn't anticipated in the code. Adding a way of counting it would be great.

Thanks for the work you're doing. The proposed revisions to the code look great.

Best,
Chris Parker

Attachment to E-mail From Chris Parker



Echeverria, Daniel

From: Sean Neves [REDACTED]
Sent: Friday, July 29, 2016 11:41 AM
To: Echeverria, Daniel
Subject: Re: TSA Zoning Changes

Follow Up Flag: Follow up
Flag Status: Completed

Daniel,

I would like to reach out concerning the proposed TSA zone changes that the council is considering. While I am encouraged by 90% of the changes proposed, one change is troubling to me. From the guidance document:

Table of Prohibited Uses

The table of prohibited uses in the ordinance creates confusion for the community, property owners, developers, and the lending community. The table may be producing unnecessary amount of work to administer the ordinance because of the confusion. The proposal would be to add a table of permitted and conditional uses, which is similar to all other zoning districts in the City.

Current Regulation Proposed Regulation

Table of prohibited uses lists those uses that are not allowed.

Adds a table of permitted and conditional uses to the land use table chapter. In most instances, the uses that were prohibited will not be permitted. Some uses that were prohibited will now be listed as permitted or conditional.

I would caution strongly against changing this provision. As it stands, the TSA zone is the only zone where uses that are under-codified uses such as distilleries, wineries, production kitchens, breweries, coffee roasters can find a foothold without going through the draconian and over-long process of conditional use, text amendments, map amendments and the like. We live in a dynamic economy where new uses are constantly hitting the market, uses that are not contemplated by zoning ordinances and planning departments. An example is distilleries: only eight short years ago, High West became the first post-prohibition distillery in our state. As recently as three years ago there were only two DSP's (TTB and UDABC Distilled Spirits Plants) in Utah. Now, there are nine distilleries in Utah with six more in construction or application and planning processes. None are in Salt Lake City. Partially because of the capital city's strict and inflexible planning and zoning environment.

If this portion of the proposed change does in fact make it through review, I would suggest a very long, well-considered open process for the proposed land use table, considering the many uses that could be automatically prohibited. I would also recommend periodic quarterly planning and city council reviews for land use tables in the district, allowing for those uses that got "orphaned" by the process a seat at the table for consideration. In fact, I would advocate for this same review to occur in all commercial and mixed use districts. In this rapidly changing economy of ideas and products, Salt Lake City needs to prime itself for the increased tax base, job growth and economic development opportunities that the new economy is offering. In short, it's time for Salt Lake City to stop bleeding these jobs and tax base to neighboring municipalities.

A little about me: I am owner of the upcoming Water Witch bar in the Central 9th district. I also own Congregation Spirits, an upcoming distillery, hopefully to open in Salt Lake City by 2017. I am on the board of the Salt Lake Area Restaurant Association (SLARA) and president of the United States Bartender's Guild Utah Chapter (USBG Utah). I also own a small real estate brokerage, Uterra Properties, specializing in multi-use

development. Uterra also assists food and beverage enterprises such as restaurants, bars, distilleries, breweries, wineries, and artisan food producers in their pursuit of spaces, capital finance and operation.

Please feel free to call with any questions.

Best regards,

Sean Neves



[on the web](#)

Echeverria, Daniel

From: Seven Canyons Trust <sevincanyonstrust@gmail.com>
Sent: Wednesday, July 27, 2016 7:07 AM
To: Echeverria, Daniel
Subject: TSA Zoning District Comments
Attachments: tsa_zoning_comments.pdf

Hey Daniel,

See attached for our comments on the TSA Zoning District Text Changes. Please let us know if you have any questions or need clarification on anything.

Thanks so much for considering our comments!

BRIAN TONETTI

Executive Director

SEVEN CANYONS TRUST

585-703-8582

sevincanyonstrust@gmail.com

www.sevincanyonstrust.org



SEVEN CANYONS TRUST

SEVEN CANYONS TRUST | TSA ZONING COMMENTS



BACKGROUND

We are a brand-new nonprofit working to daylight and rehabilitate the seven canyon creeks, from City to Little Cottonwood Creek, restoring beauty and health to the hydrology of the Salt Lake valley. Daylighting is the uncovering of lost urban waters, bringing them back to the surface and restoring their natural stream channel. By our calculations, there are over 21 miles of buried creeks spread throughout the valley.

REASONING

By taking advantage of existing site disturbance and construction crews, daylighting projects can be included in new developments for extremely reduce costs. A much cheaper and



sevencanyonstrust.org



sevencanyonstrust@gmail.com



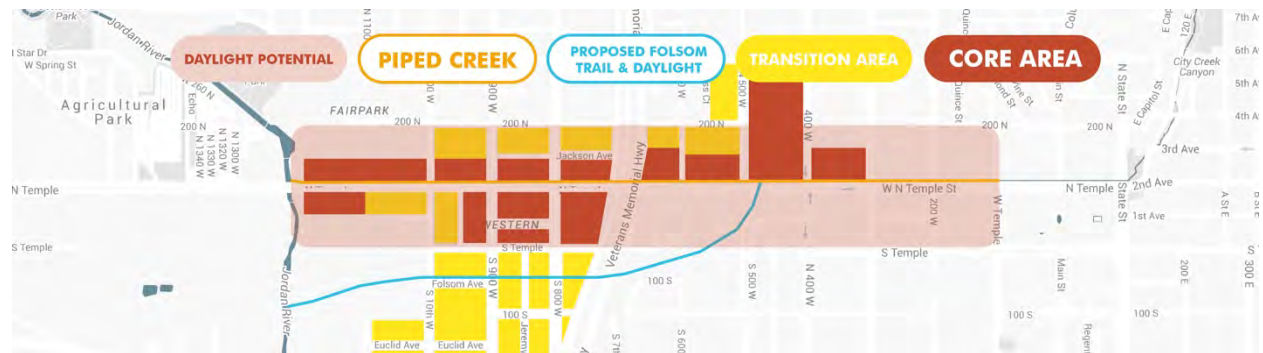
585-703-8582



SEVEN CANYONS TRUST

attractive option, rather than going back and spending millions to undue past mistakes. Buildings can be designed around the creek channel, creating beautiful, innovative, and interesting developments that can improve developers bottom lines as well.

From City Creek Park, City Creek runs adjacent to North Temple till West Temple, where it goes underground for the last time. From West Temple, it travels straight down North Temple to where it spills into the Jordan River at the Utah State Fairpark. A City Creek overflow culvert, in response to the 1983 floods, goes down the old Folsom rail-line right-of-way. City plans, envisioned in the *Gateway Specific Plan*, imagined “a public open space system that brings City Creek back to the surface and integrates it into the neighborhood” (*Gateway Specific Plan 8*). The *Euclid Small Area Master Plan* goes even further in mapping out this future creek channel, beginning the plans to daylight City Creek through the Folsom Corridor, funded by the EPA Brownfields. Due to a variety of setbacks, this project has failed to launch off its beginning stages in planning and design. However, new momentum in funding to design the Folsom Trail is an excellent opportunity to also design the daylighting project. Through the TSA Zoning Code, developers can be leveraged to design the trail, daylighting, and development. Daylighting projects can also be facilitated from where City Creek goes underground at West Temple to the start of the proposed Folsom Trail at 500 West, or beyond, along North Temple.



Projects, such as Hidden Hollow, show the opportunity to facilitate economic development nearby these beautiful natural areas. In 1990, a group of elementary school children, Kids Organized to Protect our Environment (KOPE), began to remove the construction debris and trash that plagued this stretch of Parley’s Creek. By drawing attention to this natural area, a conservation easement was placed to protect this property in perpetuity. This project has drawn surrounding developments and local businesses to embrace the natural area, hoping to attract its visitors.



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Daylit creek channels present an enormous opportunity to create vital east-to-west trail connections. By cooling the urban heat island effect and providing open water in a desert ecosystem, creek channels make extremely attractive pathways to connect communities on the west-side to downtown and, ultimately, the Wasatch Range. Comprehensive north-to-south trails, in the Jordan River Parkway and Bonneville Shoreline Trail, could be connected through these east-to-west riparian corridors. The Parley's Trail, adjacent to the S-Line, is a great example of this potential. Although not a daylighting project, the Parley's Trail has been extremely successful at connecting east and west-side communities to active transportation and recreation opportunities, as well as public transportation lines, while improving economic conditions of the area. Creek channels create a pedestrian-friendly screen for adjacent high density or tall developments. These creek channels provide a sinuous intriguing pathway that can focus pedestrians downward and make them feel safe from adjacent traffic, if protected by trees or plantings.

Numerous city plans have envisioned daylighting as a key city initiative dating all the way back to the 1962 *Second Century* plan, which envisioned a daylit channel of City Creek running "southward toward Downtown and tied into the green areas and tree-lined boulevards of the core" (*Second Century Plan*, p.14). The *Salt Lake City Riparian Corridor Study* lists daylighting the underground culverts as an opportunity on many of the underground stretches of the creeks. This study also lists the overall benefits of a healthy and daylit creek channel. The *Plan Salt Lake* document contains specific language that mentions daylighting under Natural Environment Initiative 1 to "preserve natural open space and sensitive areas to sustain biodiversity and ecosystem functions through: restoration of aquatic and riparian corridors and habitats (including daylighting of streams and water corridors)" (*Plan Salt Lake* 27). The most recent *Downtown Plan* "encourage[d] the continued 'daylighting' of City Creek to link the mountains with the Jordan River through downtown," along the North Temple corridor. (*Downtown Plan*, p.73).

Many other plans for Salt Lake City, such as Salt Lake County's *Total Maximum Daily Load Assessment*, Salt Lake County's *Stream Care Guide*, and Wasatch Front Regional Council's *Life on State*, among many others, propose daylighting as a key city initiative and enormous opportunity to connect ecosystems and communities from the Wasatch Mountains to the Jordan River, while improving water quality, mitigating flooding, creating beautiful community amenities, and fostering economic development.



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PROPOSED TEXT

21A.26.078.A.1. Core Area

“...Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. Outdoor active uses, such as outdoor dining, plazas, courtyards or other similar usable public space or use, and open spaces with natural amenities, such as daylight – or uncovered – creeks, urban forests, or other green spaces, is encouraged where appropriate.”

21A.26.078.A.2. Transition Area

“...Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes. Outdoor active uses, such as outdoor dining, plazas, courtyards or other similar usable public space or use, and open spaces with natural amenities, such as daylight – or uncovered – creeks, urban forests, or other green spaces, is encouraged where appropriate.”

21A.26.078.G.2.b.(1)(A) North Temple Boulevard

“...In this case, the area not occupied by the building footprint must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar usable public space or use. Setbacks should include daylighting, or uncovering, City Creek where feasible.”

21A.26.078.G.2.d.(4) Daylighting Creeks

“All developments within 100 feet of underground, or buried, creeks, such as City Creek along North Temple, shall be studied for the feasibility to daylight, or uncover. A Feasibility Report, prepared by a qualified individual or team, shall be reviewed by through the Review Process set forth in 21A.26.078.C. The report shall include:

- (A) Exiting site conditions;
- (B) Potential daylighting paths and channel design; and
- (C) Conclusions on feasibility.
 - (i) If consider not feasible, the report shall include a list of best management practices to mitigate the effects of culverting on the system and an easement placed for future daylighting.”

21A.26.078.N.2.g.(3) Daylighting Creeks



SEVEN CANYONS TRUST

“All developments within 100 feet of underground, or buried, creeks, such as City Creek along North Temple, shall be studied for the feasibility to daylight, or uncover. A *Feasibility Report*, prepared by a qualified individual or team, shall be reviewed by through the Review Process set forth in 21A.26.078.C. The report shall include:

- (A) Exiting site conditions;
- (B) Potential daylighting paths and channel design; and
- (C) Conclusions on feasibility.
 - (ii) If consider not feasible, the report shall include a list of best management practices to mitigate the effects of culverting on the system and an easement placed for future daylighting.”

PRECEDENTS

HEADWATERS @ TYRON CREEK – PORTLAND, OR



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This precedent took advantage of existing development, site disturbance, and construction crews to daylight 185 feet of new creek channel for under \$200,000. Rocky Mountain Institute's *Daylighting: New Life for Buried Streams* (2000) estimated creek daylighting can cost an estimated \$1,000 per linear foot. This is merely an estimation of the excavation of the underground culvert and new creek channel creation, and does not include any revegetation or additional park amenities. Daylighting projects, of any length, are typically million-dollar projects. City Creek Park, a daylighting project on a former surface parking lot, costed about \$2.3 million. However, by taking advantage of development, costs can be drastically reduced. Existing construction crews can be used to excavate the channel. Fill from the creek channel can be included with other construction debris to reduce dumping costs or used on-site.

This precedent provides senior and affordable housing, a key initiative in Salt Lake City. Daylit creek channels can provide easy access to nature for these often nature-starved populations of elderly or underserved. By creating beautiful developments, these buildings integrate into their neighborhood, reducing the perceived or real negative consequences of this development type.

This development also received green building certification, a city initiative that has received resurgence through HAND's *Housing Innovation Lab*. This project retains all stormwater on-site and, additionally, works to actually clean it, through a series of bioswales, rain gardens, pervious pavement, and green roofs, before it enters the newly created creek channel and stormwater system. This project generates its' own energy on-site through rooftop solar, receiving LEED Silver certification.



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THORNTON CREEK WATER QUALITY CHANNEL – SEATTLE, WA



Taking advantage of transit-oriented development initiatives, Seattle daylit 800 feet of creek on an overflow parking lot of a nearby mall. The project costed the municipality about \$14 million. However, it facilitated \$200 million worth of surrounding private development, including residential and commercial.

By focusing on water quality benefits of the new creek channel, the City has made tangible benefits to desilting and retaining nutrients in stormwater and urban runoff, as well as the surface water coming into the channel. Through a series of catchment basins and bioswales, the water is slowed down, allowing the suspended solids in the water to fall to the bottom of the creek bed and vegetation to soak up the nutrients.



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A wide, multi-tiered waterfall cascading over dark rocks, with white water creating a misty spray at the base. The scene is captured in a long-exposure style, giving the water a soft, silky appearance.

SEVEN CANYONS TRUST

This project has created a walkable environment that connects the nearby light rail station to the adjacent mall, and commercial and residential development surrounding the project. All this in a former overflow parking lot that sat empty during much of the year and created a major pedestrian and active transportation barrier. A portion of the project budget was required to go towards implementing art pieces, creating interesting pieces to intrigue pedestrians. This works to entice passerbys to interact with the project.



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7.C PLANNING COMMISSION – AUG. 24
AGENDA AND MINUTES

SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA
In Room 326 of the City & County Building
451 South State Street
Wednesday, August 24, 2016, at 5:30 p.m.
(The order of the items may change at the Commission's discretion.)

The field trip is scheduled to leave at 4:00 p.m.

Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in Room 126 of the City and County Building. During the dinner break, the Planning Commission may receive training on city planning related topics, including the role and function of the Planning Commission.

PLANNING COMMISSION MEETING WILL BEGIN AT 5:30 PM IN ROOM 326

APPROVAL OF MINUTES FOR AUGUST 10, 2016

REPORT OF THE CHAIR AND VICE CHAIR

REPORT OF THE DIRECTOR

PUBLIC HEARINGS

Administrative Matters

1. **Sugarmont Apartments at approximately 2189 S McClelland Avenue** - A request by Jeff Vitek, representing Boulder Ventures, for the approval of a Planned Development and Conditional Building and Site Design in order to construct a 352 unit multi-family residential development at the above listed address. The property is located in the CSHBD1 Sugar House Business District. The properties are located within Council District 7, represented by Lisa Adams. (Staff Contact: John Anderson at (801)535-7214, or john.anderson@slcgov.com)
 - a. **Conditional Building and Site Design** - The applicant has made a request for Conditional Building and Site Design approval for the proposed project as the Zoning Ordinance requires that any structure in the CSBHD1 Sugar House Business District that exceeds 50 feet or 20,000 square feet must be approved through this process. Case number **PLNPCM2015-00847**
 - b. **Planned Development** - The applicant has also made a request to modify two requirements of the Zoning Ordinance. These modifications must be approved as a Planned Development. The two requests would only affect a portion of the south façade of a building located near the intersection of McClelland Street and Sugarmont Drive. The first request is to exceed the maximum front yard setback along Sugarmont Drive. The second request is that the building not be required to step back the building façade 15 feet after it rises higher than 30 feet in height. Case number **PLNPCM2016-00511**

Legislative Matters

2. **Design Standards Chapter** - A request by former Mayor Ralph Becker for creation of a Design Standards Chapter for new development. The new chapter will consolidate existing design standards from various zoning districts, with some updates and revisions, into one chapter in the Zoning Ordinance. The amendment will affect multiple sections of the Salt Lake City Zoning Ordinance and will be applicable city-wide. (Staff contact: Casey Stewart at (801)535-6260 or casey.stewart@slcgov.com.) Case number **PLNPCM2015-00150**
3. **TSA Zoning District Text Changes** - A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The Planning Division will provide an update on the proposed changes, the process to make the changes and the timeline. The list of possible changes include: • Clarifying what land uses are allowed in the zone; • Reviewing and changing how far buildings can be

setback from the street along 400 South; • Clarifying what types of uses are allowed on the ground floor of buildings; • Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; • Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and • Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. Information can be found and comments regarding this proposal may be found at www.slcgov.com/opencityhall or on the Planning Division website at www.slcgov.com/planning. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com.) Case Number **PLNPCM2016-00522**

Other Business

4. **September 2016 Chair and Vice Chair Elections** - the Commission will nominate and vote in a Chair and Vice Chairperson. These individuals will serve in the positions from October 2016 to September 2017.

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.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

SALT LAKE CITY PLANNING COMMISSION MEETING
Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, August 24, 2016

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:30:24 PM](#). Audio recordings of the Planning Commission meetings are retained for an indefinite period of time.

Present for the Planning Commission meeting were: Chairperson Emily Drown, Vice Chairperson Andres Paredes; Commissioners Michael Gallegos, Ivis Garcia, Carolyn Hoskins, Matt Lyon, Clark Ruttinger and Sarah Urquhart. Commissioner Maurine Bachman was excused.

Planning Staff members present at the meeting were Nora Shepard, Planning Director; John Anderson, Senior Planner; Casey Stewart, Senior Planner; Daniel Echeverria, Principal Planner; Michelle Moeller, Administrative Secretary and Megan DePaulis, City Attorney.

[7:31:47 PM](#)

TSA Zoning District Text Changes - A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The Planning Division will provide an update on the proposed changes, the process to make the changes and the timeline. The list of possible changes include: • Clarifying what land uses are allowed in the zone; Reviewing and changing how far buildings can be setback from the street along 400 South; Clarifying what types of uses are allowed on the ground floor of buildings; Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards; Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance. Information can be found and comments regarding this proposal may be found at www.slcgov.com/opencityhall or on the Planning Division website at www.slcgov.com/planning. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com.) Case Number PLNPCM2016-00522

Mr. Daniel Echeverria, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff was requesting input and comments from the Planning Commission and would return at a later date for approval of the final document.

The Commission and Staff discussed the following:

- How hard or difficult was it to increase points such as 100 to 125.
- The number of projects reviewed under the current point system.
- The incentive to decrease parking and the reasoning behind that incentive.
- The possible incentive for developers/ property owners to provide transit passes for an extended period of time.
- Adding a chart to show the point system would simplify the proposal.
- When a petition would be required to come to the Commission for review.
- The average score for new proposals.

PUBLIC HEARING [7:45:51 PM](#)

Chairperson Drown opened the Public Hearing.

The following people spoke to the petition: Ms. Ali Oliver, Mr. Bryce Garner, Mr. Sean Neves, Ms. Cindy Cromer, Mr. Jade Sarver, Mr. Russ Swansen and Mr. Dru Steadman.

The following comments were made:

- The affordability element needed to be considered in context to the surrounding services.
- The developments on the TSA corridor and the affordability aspect is building communities of necessity and not opportunity.
- Cap the percentage of affordability so that it is not 80 or 90 percent affordable
- Different point systems for different areas regarding affordability
- The proposal concentrates the affordable housing in one area and puts the other areas in poverty.
- The uses allowed in the TSA that are not allowed in other zoning.
- The restrictive zoning on alcohol establishments and breweries need to be changed.
- Leave the land use tables open for review, to allow for other players to have a say.
- Developers are going to great lengths to avoid the Planning Commission and Community Councils when working on these types of projects.
- Shouldn't give points for things the developers were going to do anyway such as building parking structures.
- Reducing parking would not benefit any area in the city.
- Need to attach higher quality businesses in the North Temple area.

Chairperson Drown closed the Public Hearing.

The Commission and Staff discussed the following:

- If the TSA took guidance from the Master Plan in order to define the types of uses were allowed in the various areas.
- How the City was trying to spread affordable housing throughout the city.
- The point system for affordable housing and how to address where it is located.

- Possibly have a north temple TSA zone that would help make the area more enticing.
- Mixing incomes in developments.

8.A PLANNING COMMISSION – JUL. 27
MEMO



MEMORANDUM

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission

From: Daniel Echeverria, Principal Planner
801-535-7165 or daniel.echeverria@slcgov.com

Date: July 22, 2016

Re: TSA Zoning District Improvement Update

ACTION REQUIRED: No action is required. Planning staff would like the Planning Commission's input on the direction staff is taking the general Transit Station Area zoning changes. A summary of the changes being considered is attached.

BACKGROUND/DISCUSSION: In April of this year, Planning staff provided an overview to the Planning Commission of the Transit Station Area (TSA) zoning district and the issues that had been identified with the regulations. Following that meeting on June 20th, the City Council initiated a petition to review the TSA zoning district regulations and identify changes that would resolve the issues with those regulations. In addition to the variety of issues identified in the Planning staff memo from April, the Council asked that staff consider the following objectives during the review process:

- Require that uses on the ground floor of a building encourage engagement with pedestrian on the street as well as building occupants including but not limited to, establishment of retail and commercial uses.
- Consider maximum allowable percentages of non-durable materials on building facades.
- Adjust the development score to further incentivize affordable housing.

Since that time, staff has identified a number of potential changes to the zoning district to address these issues and objectives. A summary of the potential changes are located on the following page. The specific zoning code and design guideline language to accommodate these changes has not been fully developed. The language will be developed following the Planning Commission meeting and will be brought to the Planning Commission at a follow-up meeting in August.

The Planning Division will also be hosting an open house on July 28th. The intent of this open house is to obtain feedback from the community and developers regarding the potential changes discussed in the attachment to this memo.

A summary of the proposed changes follows on the next page.

TSA Zoning District Summary of Proposed Changes

July 20, 2016

Below is a list of changes to the TSA zoning district that are being considered by the Planning Division. This list and the details are subject to change due to internal review, public input, and review by the Planning Commission.

Changes to Zoning Code (Ordinance)

Noticing	
The primary issue is that neighbors do not receive any notification that a new building may be being built next door. This issue is not unique to the TSA zoning district and is similar to what would happen with a permitted use in any zoning district where the only approval or permit required is a building permit.	
Current Regulation	Proposed Regulation
No noticing requirement unless the project is required to be reviewed by the Planning Commission.	Administrative (Staff) Approval Eligible Projects: <ul style="list-style-type: none"> • Courtesy notice to properties within a certain distance and recognized organizations stating that a new development has been proposed. • Courtesy notice issued at same time of development score approval. • The notice is an FYI and identifies where people can learn more. It will also explain the approval process. Planning Commission Eligible Projects: <ul style="list-style-type: none"> • Normal public hearing noticing requirements, which is a notice sent to all property owners and tenants within 300 feet, the property is posted with a sign, and notice sent to recognized organizations.
Table of Prohibited Uses	
The table of prohibited uses in the ordinance creates confusion for the community, property owners, developers, and the lending community. The table may be producing unnecessary amount of work to administer the ordinance because of the confusion. The proposal would be to add a table of permitted and conditional uses, which is similar to all other zoning districts in the City.	
Current Regulation	Proposed Regulation
Table of prohibited uses lists those uses that are not allowed.	Adds a table of permitted and conditional uses to the land use table chapter. In most instances, the uses that were prohibited will not be permitted. Some uses that were prohibited will now be listed as permitted or conditional.
Setbacks	
Front setback requirement is problematic along 400 South and is not producing usable space in the setback or providing street engagement for nonresidential uses.	
Current Regulation	Proposed Regulation
Current min. setback along 400 South: 15'	<ul style="list-style-type: none"> • Reduce the minimum from 15' to a lower number, such as 5'. Still require 10' sidewalk installation where sidewalk is currently <10'. • This could apply to a certain % of the street facing façade or be based on use (ex: ground floor

	residential could have more setback to create some semi-private front yards.)
<ul style="list-style-type: none"> Front yards are only required to be landscaped as indicated in the landscaping chapter. A minimum of 33% of the area must include live plant materials. 	Require a certain % of the yard to be usable space, such as front porches, patios, or other similar space.
Parking Lot Location	
The ordinance contains conflicting regulations regarding parking lots as a standalone use.	
Current Regulation	Proposed Regulation
Surface parking lots are permitted as the principal use on a parcel of land	Delete this provision. Surface parking lots would still be allowed, but would not be allowed to be the only use on the property.
Building Scale	
One of the primary concerns identified is that large buildings are having a negative impact on the character of the street and the function of the streets as walkable areas. There are a number of factors that create the scale of the building, including the height, setbacks, length of building wall, materials uses, ground floor design, etc.	
Current Regulation	Proposed Regulation
Building entrance required on average of every 75 feet .	<ul style="list-style-type: none"> Building entrance required for a minimum of every 50 feet on average. Ground floor residential uses are required to have a primary entrance facing the street.
Length of building wall uninterrupted by glass, doors, change in building wall plane, or similar design feature required every 30 feet .	Reduce the length of building wall uninterrupted by windows, doors, change in building wall plane to 15 feet .
Length of building wall adjacent to a street is not limited.	Limit the length of buildings walls adjacent to a street to 200 feet .
Ground Floor Uses	
Similar to the issue of scale, the ground floor of buildings are not including uses that help activate the street, put eyes on the street, or provide commercial spaces to help maintain the need to provide spaces for commerce and economic development.	
Current Regulation	Proposed Regulation
Prohibits ground floor parking from being visible from the street, but does not require any specific uses.	<ul style="list-style-type: none"> Require active ground floor use for a minimum of 75% of street frontage, reducible to 50% with Planning Commission approval. Use is required to extend a minimum of 25 feet into building. ~25 feet would be exempt from this provision to accommodate vehicle access.
Building entrances required on average of every 75 feet .	<ul style="list-style-type: none"> Building entrance required for every 50 feet. Ground floor residential uses are required to have a primary entrance facing the street.
No requirements for nonresidential or commercial uses on ground floors of major streets	Add a requirement for nonresidential/commercial uses on ground floors of projects facing 400 South and North Temple.

Inner-Block Walkways

Large footprint buildings and lack of side yard setback requirements makes it unlikely for midblock walkways to ever be constructed. The large blocks of the City create longer walking distances and reduce route options. This type of infrastructure is necessary to increase the number of people who are willing to walk between where they live and/or work or other destinations

Current Regulation	Proposed Regulation
No requirement for a midblock walkway.	<ul style="list-style-type: none"> Require midblock walkways when they are identified in an adopted master plan of the City. Require a midblock walkway when a property is more than 200 feet from intersecting streets. Minimum width of walkway is 10 feet, with a minimum paved path width of 10 feet. If streets and midblock walkways already exist, new midblock walkways would not be required.

Building Materials

There are two primary issues with the existing building material regulations. The first is that the allowed materials list is very limited. Architects have expressed a desire to allow more materials. The second issue is that there are no building material requirements for upper floors. Related to this issue is the use of exterior insulated finishing systems (EIFS), which is sometimes referred to as “synthetic stucco.”

Current Regulation	Proposed Regulation
Specific high-quality ground floor building materials required for 80% of street facing facades. Allowed materials include brick, masonry, textured or patterned concrete, and/or cut stone.	<ul style="list-style-type: none"> Keep minimum material requirement at 80%. Expand allowed materials to include fiber cement products and metal. Other materials may be allowed if they are durable, long lasting materials and approved by the Zoning Administrator.
No building material requirements for upper floors.	<ul style="list-style-type: none"> Require at least 50% of upper floor materials to be composed of the same high-quality materials allowed for ground floors.
No restriction on EIFS (Exterior Insulation and Finishing System)	<ul style="list-style-type: none"> Limit EIFS to a max of 10% of all street facing facades.

Parking Structure Design Standards

Parking structures have the potential to have a large visible impact to the street and adjacent properties.

Current Regulation	Proposed Regulation
<ul style="list-style-type: none"> Ground floor of parking structures required to have an active use. Levels of parking above the first floor that are visible from a street are required to be level, not sloped. Vehicles shall be screened. Underground parking may extend up to 5 feet above grade if they are screened by vegetation or wrapped in ground floor building materials. 	<ul style="list-style-type: none"> Must be wrapped with a building material that adds interest and screens vehicles. Parking levels must be level. All ramps must be internal to the structure. Elevators and stairs need to be externally highlighted. Signage and wayfinding incorporated into the building. Interior lighting shall not create a nuisance outside the structure. Driveways must be different than sidewalk materials. Habitable space required along the street level.

	<ul style="list-style-type: none"> • Venting and mechanical equipment must be screened and not located near the sidewalk. • Street facing building materials and use requirements apply to parking structures.
Minor changes to make it easier to use the ordinance Minor changes include small changes that clarify existing regulations. These types of issues are identified as the Planning Division and Building Services reviews projects and identifies sections of the code that need create confusion or require some sort of interpretation of the code.	
Current Regulation	Proposed Regulation
Additional building height provisions allow for an extra story of building height for sloped roofs.	Require that the slope be visible from the street and cannot be hidden behind a parapet wall.
The current setback requirements are listed in a bulleted format that makes it difficult to readily determine what the setbacks are.	List setbacks in a chart so it is easier to use and administer the setbacks.

Changes to Guidelines

The following table summarizes the proposed changes to the development guidelines in the TSA zoning district. The development guidelines are used to determine the approval process for new projects. Each guideline includes a point value that is based on a combination of the cost of including the guideline in the project, the level of importance of the guideline in relation to accomplishing City goals, and level of desirability to the community in general. The proposed changes are in response to the number of projects that have been reviewed under the TSA process, issues identified with the existing guidelines and a changing emphasis on citywide goals.

Mix of Uses The intent of this guideline is to promote mixed use development. A mixed use development generally includes residential on the upper floors and businesses on the ground floor.	
Current Guideline	Proposed Guideline
Based on % of total ground floor area for nonresidential uses	Based on % of floor area of street facing habitable space only, not entire ground floor area. Ordinance change will require this space to be a minimum depth of 25 feet . <ul style="list-style-type: none"> • If 100% of area is nonresidential use: 20 points • 75-99% of area is nonresidential use: 15 points • 50-74% of area is nonresidential use: 10 points

Affordable Housing	
The intent of this guideline is to promote more mixed income housing development and increase the supply of affordable housing units in the City.	
Current Guideline	Proposed Guideline
Points are based on the % of affordable units provided. Affordable units are restricted to persons making less than 80% of area median household income. Points awarded: <ul style="list-style-type: none"> • More than 30% of units: 30 points • 20-30% of units: 20 points • 10-20% of units: 10 points 	One scale for % of units that are less than 80% of the AMI: <ul style="list-style-type: none"> • More than 30% of units: 40 pts • 20-30% of units: 30 pts • 10-20% of units: 20 pts One scale for % of units that are less than 60% of the AMI: <ul style="list-style-type: none"> • More than 30% of units: 50 points • 20-30% of units: 40 points • 10-20% of units: 20 points
Sustainable Site and Open Space Design	
The purpose of this guideline is to encourage sustainable design features into a project. This guideline includes landscaped roofs, rooftop design, energy reduction features, sustainable storm water management practices, and other similar features as design principles that qualify for points.	
Current Guideline	Proposed Guideline
Guideline allowed points for alternative energy (covered by other guidelines)	Alternative energy production removed from this guideline and placed in a separate guideline.
Green Building	
The Green Building guideline is intended to award projects that are voluntarily going through a certification process offered by an outside entity that measures building performance in terms of sustainability.	
Current Guideline	Proposed Guideline
The current guidelines use ICC (International Code Council) green building standards. This program was selected because it can be reviewed at time of building permit review. However, it is not widely known.	<ul style="list-style-type: none"> • The proposal switches to pre-certified LEED (Leadership in Energy and Environmental Design) with no change in points. • LEED is more widely known and includes a pre-certification process that is more in line with the City's approval process.
Energy Efficiency	
This guideline helps incentivize the use of alternative energy production and energy savings building systems.	
Current Guideline	Proposed Guideline
The current guideline awards points based on the % of the buildings anticipated energy consumption is provided by alternative energy. This is difficult to determine on many projects and has not been used.	Allow points based on square feet of solar or geothermal heating/cooling because they can be measured prior to building being constructed and checked through permit and inspection process.
360 Degree Architecture	
The purpose of this guideline is to incentivize the use of certain design features on multiple sides of buildings and discourage large, blank walls on the side and rear elevations of buildings.	
Current Guideline	Proposed Guideline
The current guideline lists a number of things that define what 360 degree means. The points are awarded based on the number of sides of a building that contain the features.	Add dimensional requirements to each of the design features that qualify so that it is easier to determine whether or not the guideline has been included or not.

<p align="center">Building Materials</p> <p>This guideline incentivizes the use of higher quality building materials on street facing facades than what is required by the TSA zoning district. The TSA zoning district currently requires 80% of street facing, ground floors to be covered in high quality, durable building materials. A new standard is being added that requires 50% of street facing, upper floors to use high quality building materials. On a 6 story building, this could result in approximately 54% of an overall façade using high quality, durable building materials. This guideline awards points if the project exceeds the minimum requirements of the zoning ordinance.</p>	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Limited materials that qualified Low % of total street facing façade 	<ul style="list-style-type: none"> 15 points are available if more than 75% of the overall street facing façade is clad in durable materials. 10 points are available if more than 65% of the overall street facing is clad in durable materials.
<p align="center">Rooftop Design</p> <p>This guideline is intended to add variety to the roof shapes of buildings and add interest to the skyline.</p>	
Current Guideline	Proposed Guideline
Awards points for roof top designs that include sloping roofs and other rooftop design features.	Clarify that a sloping roof has to be visible from a public street to qualify and cannot be hidden behind a parapet wall.
<p align="center">Eyes on the Street</p> <p>Windows, doors, and outdoor space on buildings tend to make public spaces safer and more inviting. This guideline is intended to incentivize building features that accomplish this.</p>	
Current Guideline	Proposed Guideline
The guideline lists but does not provide any dimensional requirements to qualify.	Add a minimum dimension for usable balconies and increase the total points from 10 to 15 .
<p align="center">Public Art</p> <p>The intent of this guideline is to increase the amount of art in the city that is visible to the public.</p>	
Current Guideline	Proposed Guideline
The current guideline provides points based on the % of a project budget that is allocated for public art. This guideline has not been used and often times total project budget is difficult to determine until construction drawings are complete.	<ul style="list-style-type: none"> Allow points based on the number of public art pieces provided. Public art has to be visible from a public space. A maximum of 6 points are available.
<p align="center">Bicycle Amenities</p> <p>This guideline is intended to increase the bicycle infrastructure in buildings to encourage cycling in the City.</p>	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Provides points for providing a bike rack. The zoning ordinance has been changed since this guideline was created and now requires bike racks. 	<ul style="list-style-type: none"> Remove points for bike racks (required by ordinance) Add 30 points for a green bike station.

Midblock Walkways The purpose of this guideline is to encourage the creation of walkways, alleys, and small streets that break up the large city blocks and encourage more walking, biking, and alternative routes for vehicles.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> The current guideline is worth a limited number of points that do not incentivize providing a midblock walkway. The guideline does not indicate what the minimum width for a walkway should be. 	<ul style="list-style-type: none"> Add minimum widths and increase the points. 30 points would be available if a narrow alley or street is provided. 20 points if it is a walkway that is a minimum of 10 feet in width. <p>Changes to the TSA zoning district are going to require midblock walkways where the walkway is indicated in an adopted master plan or for developments that are more than 200 feet from an intersection.</p>
Parking The parking guideline was initially created to encourage structure parking versus surface parking. The guideline also included basic design guidelines to address the overall design of the structure.	
Current Guideline	Proposed Guideline
<p>Points are based on the % of total parking that is located in a parking structure or below grade.</p> <ul style="list-style-type: none"> 100% of the parking is structured: 50 points 75% of the parking is structured: 40 points 50% of the parking is structured: 25 points. 	<ul style="list-style-type: none"> Changed to parking structure design and % of parking structure wrapped by habitable space or that is wrapped in building materials similar to habitable portion of building. The total available points are limited to 25. <p>Ordinance changes add design requirements for parking structures. This guideline will be above and beyond what is required by ordinance, but may not be necessary depending on the outcome of the proposed ordinance changes.</p>
Alternative Parking This guideline was meant to incentivize projects that provided parking for electric vehicles, scooters, and other alternative vehicles.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Points are available for providing any type of EV stations. <p>Since this guideline was adopted, the City started requiring all new projects to provide EV stations. The City Council is considering making changes so that an actual station is not required, but new buildings will be required to have the conduit and electrical capacity to provide stations.</p>	<ul style="list-style-type: none"> Points provided based on type of EV charging stations. EV stations with the capability of charging vehicles faster receive more points. These changes are in response to the changes in City ordinance.

Parking Ratio This is a new guideline that is being proposed. This guideline is an alternative approach to incentivizing projects that provide less parking than what the market is currently providing in transit areas.	
Current Guideline	Proposed Guideline
This is a new guideline being added.	<ul style="list-style-type: none"> • Points based on the parking ratio of the project. • Residential components of a project receive 25 points if the parking provided is less than 1 stall per unit and 15 points if the ratio is between 1.25 stalls per unit and 1 stall per unit. • Non residential projects receive 25 points if the parking ratio is 2 or less stalls for every 1,000 square feet.

Changes to the Approval Process

The Planning Division is currently reviewing the point system based on the changes to the guidelines, outcomes of completed projects and identified issues with the current process. The current process creates a three tiered approval process:

0-49 points: Projects are required to be approved by the Planning Commission through the Conditional Building and Site Design (CBSD) review process.

50-99 points: Projects are required to be approved at an administrative public hearing that uses the CBSD review standards to determine if a project should be approved.

100+ points: Projects are approved “administratively” at the staff level.

The proposed changes to the approval process include the following changes:

- Exempting single family, two family and three family dwellings from the approval process. These types of projects would not be subject to the development guidelines, but would be required to comply with all zoning regulations.
- Changing from a three tiered process to a two tiered process. The middle tier would be eliminated and projects would either be approved by the Planning Commission after a public hearing or at the staff level.
- Increasing the threshold for administrative approvals. A number of past projects are being re-evaluated based on the proposed changes to the guidelines outlined above. If the results of that evaluation indicate a change in threshold is warranted, a change will be proposed that is based on how the outcome of past projects may have changed and a change in citywide development goals. There are a number of options:
 - Leave the administrative approval threshold at 100.
 - Increase the administrative approval threshold based on the results of the re-evaluation. The threshold should be set at a level that can be justified, such as a certain % above the median or mean score.

As of July 7, 2016, a total of 8 completed projects have been re-evaluated using draft alternative guideline scoring. The results are in the below table. The median value of the projects in the table is 100. The mean score is 119, but is heavily influenced by the Eco-Lofts project, which is the highest scoring project in the TSA scoring district. These numbers will be adjusted as other projects are re-evaluated.

Project	Old Score	New Score	Primary Reasons for change in score
Encore 455 East 400 South	151	84	Architecture: -15 Building materials -10 Emphasis on corner building -10 Structured parking: -50 Parking ratio: +15
Seasons on the Boulevard 448 East 400 South	132	83	360 Architecture: -20 Structured parking: -40 Parking ratio 1-1.25: +15
Eco Lofts 444 South 900 East	200	250	33% or more affordable housing: +20 Parking structure below grade: net change of -25 Parking ratio less than 1: +25
West Station Apartments 167 North Harold Street	111	89	360 degree architecture: -20 points
Family Dollar Store 50 North 900 West	103	100	Bike rack: -3
The Lofts at Gateway 400 West 300 North	120	114	Charging stations: -3 Plaza design: -3
North Temple Apartments 664 West North Temple	119	109	Parking structure design: net decrease of 15 Gained a few misc. points
Red Iguana 2 Expansion 872 W South Temple	130	120	360 degree architecture: -20 points Eyes on the Street: +10 points

8.B PLANNING COMMISSION – JUL. 27
AGENDA AND MINUTES

SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA
In Room 326 of the City & County Building
451 South State Street
Wednesday, July 27, 2016, at 5:30 p.m.
(The order of the items may change at the Commission's discretion.)

The field trip is scheduled to leave at 4:00 p.m.

Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m. in Room 126 of the City and County Building. During the dinner break, the Planning Commission may receive training on city planning related topics, including the role and function of the Planning Commission.

PLANNING COMMISSION MEETING WILL BEGIN AT 5:30 PM IN ROOM 326

APPROVAL OF MINUTES FOR JULY 13, 2016

REPORT OF THE CHAIR AND VICE CHAIR

REPORT OF THE DIRECTOR

PUBLIC HEARINGS

Administrative Matters

1. **Church of Scientology Conditional Use at approximately 709 E. South Temple Street** - A request by A.J. Green of Ray Quinney & Nebeker, P.C. representing The Church of Scientology for conditional use approval to operate a place of worship (less than four acres in size) within an existing office building located at the above listed address. The subject property is located in RO (Residential Office) zoning district and is located in Council District 3, represented by Stan Penfold. (Staff contact: Maryann Pickering at (801)535-7660 or maryann.pickering@slcgov.com). Case number: **PLNPCM2016-00348**

WORK SESSION ITEMS

2. **TSA Zoning District Text Changes** - A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The Planning Division will provide an update on the proposed changes, the process to make the changes and the timeline. The list of possible changes include:
 - Clarifying what land uses are allowed in the zone;
 - Reviewing and changing how far buildings can be setback from the street along 400 South;
 - Clarifying what types of uses are allowed on the ground floor of buildings;
 - Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards;
 - Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and
 - Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance.

Information can be found and comments regarding this proposal may be found at www.slcgov.com/opencityhall or on the Planning Division website at www.slcgov.com/planning. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com) **Case Number PLNPCM2016-00522**

3. **Planned Development Ordinance Text Changes** - A request by the Salt Lake City Planning Commission to review and modify the Planned Development Ordinance. The Planned Development Ordinance is found in chapter 21A.55 of the Salt Lake City Zoning Ordinance. The purpose of the Planned Development Ordinance is to encourage the efficient use of land and resources, promote greater efficiency in public and utility service and encourage innovation in the planning and building of all types of development. The Planning Commission has the authority to modify development regulations for projects that meet the purpose and objective of the Planned Development Ordinance. The Planning Division will provide an update on the proposed changes, the process to make the changes and the timeline. The list of possible changes include:

- Changing the list of objectives and clarifying what types of strategies may be used to achieve each objective;
- Modifying the standards of the review that are used to determine if the objectives are met;
- Clarifying and modifying the authority of the Planning Commission;
- Consideration of modifying the review process;
- Consideration of adding standards for private roadways; and
- Other changes that are identified throughout the review process of the Planned Development Ordinance.

Information can be found and comments regarding this proposal may be found at on the Planning Division website at www.slcgov.com/planning/planning-current-projects under the current initiative tab. (Staff contact: Wayne Mills at (801)535-7165 or Wayne.mills@slcgov.com)

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.

The City & County Building is an accessible facility. People with disabilities may make requests for reasonable accommodation, which may include alternate formats, interpreters, and other auxiliary aids and services. Please make requests at least two business days in advance. To make a request, please contact the Planning Office at 801-535-7757, or relay service 711.

SALT LAKE CITY PLANNING COMMISSION MEETING
Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, July 27, 2016

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at [5:31:09 PM](#). Audio recordings of the Planning Commission Carolyn Hoskins meetings are retained for an indefinite period of time.

Present for the Planning Commission meeting were: Vice Chairperson Andres Paredes; Commissioners Maurine Bachman, Michael Fife, Ivis Garcia, Matt Lyon and Clark Ruttinger. Chairperson Emily Drown and Commissioner Michael Gallegos was excused.

Planning Staff members present at the meeting were Nora Shepard, Planning Director; Nick Norris, Planning Manager; Wayne Mills, Senior Planner; Molly Robinson, Urban Designer; Daniel Echeverria, Principal Planner; Maryann Pickering, Principal Planner; Michelle Moeller, Administrative Secretary and Paul Nielson, Senior City Attorney.

[5:37:37 PM](#)

TSA Zoning District Text Changes - A request by the Salt Lake City Council to review and modify the zoning regulations for the TSA Zoning District. The TSA Zoning District is located along North Temple between 400 West and 2200 West and along 400 South between 200 East and 900 East. The Planning Division will provide an update on the proposed changes, the process to make the changes and the timeline. The list of possible changes include:

- Clarifying what land uses are allowed in the zone;
- Reviewing and changing how far buildings can be setback from the street along 400 South;
- Clarifying what types of uses are allowed on the ground floor of buildings;
- Modifying design standards related to overall building size, street level design, building materials, parking garage design, mid-block walkways and other design standards;
- Modifying the approval process and development guidelines to further incentivize affordable housing, higher quality development and other related issues; and
- Minor changes to other sections of the TSA zoning district or other related provisions in the zoning ordinance.

Information can be found and comments regarding this proposal may be found at www.slcgov.com/opencityhall or on the Planning Division website at www.slcgov.com/planning. (Staff contact is Daniel Echeverria at (801)535-7165 or daniel.echeverria@slcgov.com) Case Number PLNPCM2016-00522

Mr. Daniel Echeverria, Principal Planner, reviewed the petition as presented in the Staff Report (located in the case file). He stated Staff would like the Planning Commission's input on the direction of the general Transit Station Area zoning changes.

The Commission and Staff discussed the following:

- The results of the survey.
- Entrance spacing and how to activate the streetscape.
- The detriments to additional entrances on a building.
- The purpose of TSA zoning and how to encourage more walkability.
- The need to build and activate the streets.
- If there were measurements of density for the different areas of the city.
- The ideal density for different areas in the city.
- Less space between business entrances on 400 South made sense.
- The options for active uses on the ground floor.
- The percentage of TSA zoned properties that were redeveloped since the TSA zone was implemented.
- Preferred materials for structures in the TSA zone.
- If there were reasons to not aggressively require the use of quality materials.
- Allowing flexibility and have a variety of building designs.
- The setbacks, landscaping, and trees for TSA zoning.
- How the setbacks would affect the parking or garages for the structures.
- How to break up the length of developments
- Were midblock walkways unique to Salt Lake or were there other areas that had similar issues.
- Require the midblock walkway and provide an offset for it.
- The point value for affordable housing and if it was enough of an incentive.
- The point system for petitions and how developments were rated.
- How to encourage affordable housing by giving more points.
- How to address affordable housing in some areas.
- The bicycle amenities requirement.

9. ORIGINAL PETITION

Norris, Nick

From: Crandall, Scott
 Sent: Monday, June 20, 2016 9:23 AM
 To: Reberg, Mike; Shepard, Nora; Norris, Nick; Oktay, Michaela; DeLaMare-Schaefer, Mary; Gust-Jenson, Cindy; Weaver, Lehua; Bruno, Jennifer; Litvack, David; Leary, Patrick; Tarbet, Nick; Fullmer, Brian
 Cc: Plane, Margaret; Nielson, Paul; Mansell, Cindi; Solorio, Kory
 Subject: Two Legislative Action Items adopted by the Council

Hi Folks,

The following two Legislative Action Items were adopted by the Council on June 14, 2016.

Please take appropriate action.

Please forward this to anyone else who needs to be involved.

Thank you.

- (1) Councilmember Adams moved and Councilmember Luke seconded to adopt a Legislative Action pertaining to the process to restore and replace existing historic signs, with the intents outlined in the Staff memo and listed below, which motion carried, all members present voted aye.

The proposed Legislative Action would express the intent of the Council for the Administration to consider the following objectives during the review process:

- To be able to remove, restore, and replace existing historic signs.
 - Allowed under current code, as 'routine maintenance'.
- To be able to move historic signs elsewhere on their current site.
 - Not allowed under current code, given that most of these sign types are non-conforming.
- Change the copy of historic signs to adapt as buildings change use.
 - Not allowed under current code. Though this runs contrary to current City preservation policy, that policy can be amended to support improved preservation/reuse of historic signage.

- To be able to remove, modify, and relocate historic signs to new locations.

(P 16-16)

- (2) Councilmember Kitchen moved and Councilmember Adams seconded to initiate a the Legislative Action pertaining to the approval process for development in the TSA zoning district, with the intents outlined in the Staff memo and listed below, which motion carried, all members present voted aye.

*zoning Test Amendment
 TSA District Amendments*

The Planning Commission memo dated April 1, 2016 (Attachment C2) outlines potential modifications to the TSA zone. In addition to those changes, the Council requested the Administration include the following objectives during the review process:

- Require that uses on the ground floor of a building encourage engagement with pedestrians on the street as well as building occupants, including but not limited to, establishment of retail and commercial uses.
 - Consider maximum allowable percentage of non-durable materials on building facades.
 - Adjust the development score to further incentivize affordable housing.
- (P 16-17)

10. MAILING LIST

NAME	ADDR	CITYSTATE	ZIP
QUESTAR GAS COMPANY	PO BOX 45360	SALT LAKE CITY UT	84145
OUTLAND PROPERTIES, LLC	2250 S 1200 W	WEST HAVEN UT	84401
42 HOTEL SLC LLC	1755 E MLK JR BLVD	LOS ANGELES CA	90058
CLIFFORDCO, LLP	2578 S MAPLE HILLS DR	BOUNTIFUL UT	84010
WALKER-SOUTHWEST PROPERTIES	PO BOX 17967	SAN ANTONIO TX	78217
QUALITY OIL CO	4625 S 2300 E # 203	HOLLADAY UT	84117
CHIN LLC	13373 PERRIS BLVD #C-203	MORENO VALLEY CA	92553
NORTHROP GRUMMAN GUIDANCE	2211 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
KSHIN RE LLC	4534 S RUSSELL ST	HOLLADAY UT	84117
LOFTE S LLC	2106 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
AIRPORT PARK SALT LAKE	1301 DOVE ST SUITE 1080	NEWPORT BEACH CA	92660
HPT CW PROPERTIES TRUST	PO BOX 847	CARLSBAD CA	92018
SHREE HOSPITALITY, LLC	5575 W AMELIA EARHART DR	SALT LAKE CITY UT	84116
LARANE INVESTMENTS LLC	PO BOX 73000	RIO LINDA CA	95673
LIGHTSTREAM PROPERTY MANAGEMEN	208 N 2100 W	SALT LAKE CITY UT	84116
AVALON REALTY-FOURTH SOUTH,	208 N 2100 W # U4	SALT LAKE CITY UT	84116
AVALON REALTY-FOURTH SOUTH,	206 N 2100 W # U5	SALT LAKE CITY UT	84116
AVALON REALTY-FOURTH SOUTH,	206 N 2100 W # U6	SALT LAKE CITY UT	84116
EAST WING OWNERS ASSOCIATION	208 N 2100 W # 200	SALT LAKE CITY UT	84116
UTAH STATE BUILDING	450 N STATE ST # 4110	SALT LAKE CITY UT	84114
STATE OF UTAH. DIV OF FAC	450 N STATE ST # 4110	SALT LAKE CITY UT	84114
NEVINS/ADAMS-40 LP	920 GARDEN ST	SANTA BARBARA CA	93101
NEVINS/ADAMS-40, LP	920 GORDON ST	SANTA BARBARA CA	93101
WEST STATION APARTMENTS, LLC	65 E WACKER PL	CHICAGO IL	60601
KZT UTAH, LLC; ET AL	PO BOX 233	LOS GATOS CA	95031
TOLAND LLC	2800 HARBOR BAY PKWY	ALAMEDA CA	94502
ELDREDGE, DAVID	691 E BEAUMONT WY	DRAPER UT	84020
G6 HOSPITALITY PROPERTY LLC	4001 INTERNATIONAL PKWY	CARROLLTON TX	75007
LOTUS NORTH TEMPLE HOMES, LLC	338 E SOUTHTEMPLE ST # B	SALT LAKE CITY UT	84111
UTAH STATE BUILDING	451 N STATE ST # 4110	SALT LAKE CITY UT	84114
HOUSING AUTHORITY OF	1776 S WESTTEMPLE ST	SALT LAKE CITY UT	84115
RS WEST VALLEY, LLC	PO BOX 71899	SALT LAKE CITY UT	84171
PREMIER TECH INC	1881 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
DREAM INN, LLC	1733 S 1100 E	SALT LAKE CITY UT	84105
GARDNER LEGACY LLC	1433 E 250 N	BOUNTIFUL UT	84010
BECKSTEAD, AMY L &	63 E 1900 N	CENTERVILLE UT	84014
HIGLEY, STAN R	25 N ORANGE ST	SALT LAKE CITY UT	84116
1452 ROBERTA ASSOCIATES, LLC	1733 S 1100 E # 202	SALT LAKE CITY UT	84105
SOCCHI, LENET M	41 N ORANGE ST	SALT LAKE CITY UT	84116
LOUIS A ROSER COMPANY	1975 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
LISTNERS COMMUNITY RADIO OF	1971 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
RAYMOND, MAJOR M P &	35 N ORANGE ST	SALT LAKE CITY UT	84116
RAYMOND, SUSAN M &	35 N ORANGE ST	SALT LAKE CITY UT	84116
NACEY FAMILY LC	PO BOX 2609	CARLSBAD CA	92018
PK BARCHOLS, LLC	1977 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
J I C LLC	605 FIRST AVE # 600	SEATTLE WA	98104

1452 ROBERTA ASSOCIATES	1733 S 1100 E # 202	SALT LAKE CITY UT	84105
SUTHERLAND BLDG MATERIAL	4000 MAIN	KANSAS CITY MO	64111
ES-0-EN CORP	PO BOX 607	MERIDIAN ID	83680
WINN UTAH PROPERTIES LLC	1849 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
KNUDSON INVESTMENTS LLC	1 DAVE THOMAS BLVD	DUBLIN OH	43017
KNUDSON INVESTMENTS LLC	1409 E 2100 S	SALT LAKE CITY UT	84105
SALT LAKE CITY CORPORATION	PO BOX 145460	SALT LAKE CITY UT	84114
3500 HOLDING, LLC	940 W 1700 S	SALT LAKE CITY UT	84104
SUTHERLAND BLDG MATERIAL	4000 MAIN STREET	KANSAS CITY MO	64111
PREMIUM OIL COMPANY	2005 S 300 W	SALT LAKE CITY UT	84115
RUBINSTEIN SLC, LLC	4814 W JEFFERSON BLVD	LOS ANGELES CA	90016
FIFTY FIVE INVESTMENT CO	2733 E PARLEYS WY # 300	SALT LAKE CITY UT	84109
RICE LLC	1773 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
COMMUNICATION WORKERS OF AM	1743 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
PENTECOSTALS OF SALT LAKE	2393 S 800 W	WOODS CROSS UT	84087
MONTROY HOLDINGS LTD	PO BOX 2629	ADDISON TX	75001
KNUDSON INVESTMENTS LLC	15 W 6TH ST	TULSA OK	74119
STORAGE EQUITIES INC	PO BOX 25025	GLENDALE CA	91201
FIRST INTERSTATE BANK OF	PO BOX 13519	ARLINGTON TX	76094
MOUNTAIN STATES TELEPHONE	PO BOX 2599	OLATHE KS	66063
MHC ALL SEASONS LLC	PO BOX 06115	CHICAGO IL	60606
LITTLE DIAMOND HOUSING, LLC	770 E SOUTHTEMPLE ST #100	SALT LAKE CITY UT	84102
LITTLE DIAMOND HOUSING LLC	770 E SOUTHTEMPLE ST #100	SALT LAKE CITY UT	84102
RIBE, MICHAEL A &	216 N CORNELL ST	SALT LAKE CITY UT	84116
CANTWELL, TIMOTHY P	210 N CORNELL ST	SALT LAKE CITY UT	84116
STATE OF UTAH, DFCM	450 N STATE ST # 4110	SALT LAKE CITY UT	84114
STATE OF UTAH, DFCM	450 N STATE OFFICE # 4110	SALT LAKE CITY UT	84114
AUNG, WIN ZAW	192 N CORNELL ST	SALT LAKE CITY UT	84116
STATE OF UTAH DIV OF	450 N STATE ST # 4110	SALT LAKE CITY UT	84114
J-J BAKD LC	1370 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
FIRST INTERSTATE BANK OF UTAH	5544 S GREEN ST	MURRAY UT	84123
FIRST INTERSTATE BANK OF	PO BOX 711	DALLAS TX	75221
FIRST INTERSTATE BANK OF	1185 W 3050 S	OGDEN UT	84401
SALT LAKE CITY	PO BOX 145515	SALT LAKE CITY UT	84114
POWER STATION INVESTMENTS, LLC	2041 PADDINGTON DR	PARK CITY UT	84060
WADE, CHRISTOPHER JORDAN	1275 E REDHILLS PKWY	ST GEORGE UT	84770
UTAH POWER & LIGHT CO	825 NE MULTNOMAH ST #1900	PORTLAND OR	97232
CARLSON, GEORGIA ELAINE, TR;	8339 E THOROUGHbred TRAIL	SCOTTSDALE AZ	85258
BIKE LLC	1400 S FOOTHILL DR # 34	SALT LAKE CITY UT	84108
CHEN S INTERNATIONAL CORP	PO BOX 1385	SALT LAKE CITY UT	84110
JUN, JAE JU &	1500 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
UTAH POWER & LIGHT COMPANY	825 NE MULTNOMAH ST #1900	PORTLAND OR	97232
DIVISION OF FACILITIES	450 N STATE ST # 4110	SALT LAKE CITY UT	84114
J-J BAKD, LC	1370 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
STATE OF UTAH, DEPT ADM SERV	450 N STATE ST # 4110	SALT LAKE CITY UT	84114
PACIFICORP	825 NE MULTNOMAH ST #1900	PORTLAND OR	97232
SALT LAKE CITY	PO BOX 145460	SALT LAKE CITY UT	84114

GREAT WESTERN COMMUNICATIONS	PO BOX 490	CAMBRIDGE NE	69022
JACOBSEN, ROGER M	7256 S 1330 E	COTTONWOOD HTS UT	84121
GROEN, DIRK A &	4726 W PALMER DR	WEST VALLEY UT	84120
WENG, JIA D	1022 W LEARNED AVE	SALT LAKE CITY UT	84116
TABATABAEE, MOHAMMAD M &	2411 HENDERSON RD	TUCKER GA	30084
DURAN, LEO B	57 N 1000 W	SALT LAKE CITY UT	84116
NEWBY, RODNEY W &	1032 W LEARNED AVE	SALT LAKE CITY UT	84116
ELLIS, JERRY D &	2852 LANCE CIRCLE	HEBER CITY UT	84032
MOSHI MOSHI INC	2306 E ARBOR LN	HOLLADAY UT	84117
CHRISTENSEN, DAVID E	1031 W LEARNED AVE	SALT LAKE CITY UT	84116
BACKMAN, RANDY L &	1023 W LEARNED AVE	SALT LAKE CITY UT	84116
NEWBY, RODNEY	25 N 1000 W	SALT LAKE CITY UT	84116
MARTINEZ, MARIO A	1535 S BRAVA ST	SALT LAKE CITY UT	84104
OVIATT, MATT	PO BOX 16486	SALT LAKE CITY UT	84116
NEWBY, RODNEY W	1033 W LEARNED AVE	SALT LAKE CITY UT	84116
NEWBY, RODNEY W	1032 W LEARNED AVE	SALT LAKE CITY UT	84116
SANDBERG INVESTMENTS, LLC	6382 SHENANDOAH PARK AVE	MURRAY UT	84121
ENVIROTECH MOLDING PRODUCTS	1075 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
FAIRPARK COMMERICAL	6382 SHENANDOAH PARK AVE	MURRAY UT	84121
HART, BRADLEY J	150 N 1000 W	SALT LAKE CITY UT	84116
PARKER, KARLEY &	144 N 1000 W	SALT LAKE CITY UT	84116
BRIGHT, BRADLEY D & SYLVIA I	140 N 1000 W	SALT LAKE CITY UT	84116
BRIGHT, BRADLEY D &	140 N 1000 W	SALT LAKE CITY UT	84116
MCDONALDS CORPORATION	ONE MCDONALDS PLAZA	OAK BROOK IL	60521
TAYLOR, VERL L &	2247 E EMERSON AVE	SALT LAKE CITY UT	84108
WU, LI TANG	104 E 6980 S	MIDVALE UT	84047
SALT LAKE RIVERSIDE STAKE	50 E NORTHTEMPLE ST #2225	SALT LAKE CITY UT	84150
QCSIF THREE, LLC	300 DELAWARE AVE # 210	WILMINGTON DE	19801
MCDONALD S CORP	3556 S 5600 W # 121	WEST VALLEY UT	84120
MARSELL, SHANTEL J	915 W 200 N	SALT LAKE CITY UT	84116
VILLANUEVA LLC	554 N WALL ST	SALT LAKE CITY UT	84103
ARNEMAN, SCOTT; TR	910 W 700 S	SALT LAKE CITY UT	84104
STONY RIVERS HOLDINGS 1, LLC	167 N ROMNEY LN	PLEASANT GROVE UT	84062
JARAMILLO, EPIFANIO &	173 N 900 W	SALT LAKE CITY UT	84116
CROFTS HOLDINGS LLC	3020 CREEK RD	PARK CITY UT	84098
MYERS, ALICE B &	159 N 900 W	SALT LAKE CITY UT	84116
PEREZ, PABLO A	153 N 900 W	SALT LAKE CITY UT	84116
GWILLIAM, RYAN T	149 N 900 W	SALT LAKE CITY UT	84116
MIRACLE ROCK INTERNATIONAL	145 N 900 W	SALT LAKE CITY UT	84116
MIRACLE ROCK INTERNATIONAL	137 N 900 W	SALT LAKE CITY UT	84116
MIRACLE ROCK CHURCH	131 N 900 W	SALT LAKE CITY UT	84116
COOKE, MARYLIN KAY &	148 N LAXON CT	SALT LAKE CITY UT	84116
ACORD, DEAN C &	1730 W 4160 S	TAYLORSVILLE UT	84129
DGH ASSOCIATES, LTD	PO BOX 1330	SPRING VALLEY CA	91979
PL ACQUISITION CORP	P O BOX 3165	HARRISBURGH PA	17105
PAY LESS DRUG STORES	P O BOX 3165	HARRISBURGH PA	17105
RANCHO NT HOLDINGS, LLC	2470 S REDWOOD RD # 100	WEST VALLEY UT	84119

RANCHO NT HOLDINGS, LLC	2470 S REDWOOD RD	WEST VALLEY UT	84119
TIMOTHY, GUY; TR	9513 S CHAVEZ DR	SOUTH JORDAN UT	84095
MARTIN, DIANA C; TR	6205 S LORREEN DR	SALT LAKE CITY UT	84121
ELJ GROWTH LLC	120 N 900 W	SALT LAKE CITY UT	84116
BROWNING, JOSIE K &	3108 APPLEWOOD DR	BOUNTIFUL UT	84010
D & S NORTH TEMPLE, LC	3252 E SHELBY CT	COTTONWOOD HTS UT	84121
TERASAWA, KAZUKO; ET AL	822 W SIMONDI AVE	SALT LAKE CITY UT	84116
HOWELL, CAROLYN A	48 N 1000 W	SALT LAKE CITY UT	84116
SALT LAKE CITY CORP	PO BOX 145460	SALT LAKE CITY UT	84114
LEE, REITA T	69 N CHICAGO ST	SALT LAKE CITY UT	84116
RED DOOR INVESTMENTS LP	59 N CHICAGO ST	SALT LAKE CITY UT	84116
RUSSON, J ERIK	51 N CHICAGO ST	SALT LAKE CITY UT	84116
PATE, AMANDA &	41 N CHICAGO ST	SALT LAKE CITY UT	84116
ANDERSON, AMANDA	39 N CHICAGO ST	SALT LAKE CITY UT	84116
WANLACE, ROBERT E &	35 N CHICAGO ST	SALT LAKE CITY UT	84116
NELSON, JESSE E & OLIVE C	27 N CHICAGO ST	SALT LAKE CITY UT	84116
ALVAREZ, CARLOS	44 N 1000 W	SALT LAKE CITY UT	84116
SNYDER, JERRY G	1234 E 4130 S	SALT LAKE CITY UT	84124
SARVER, JADE	62 N 1000 W	SALT LAKE CITY UT	84116
LEYBA, GEORGE G &	1839 W NEW YORK DR	SALT LAKE CITY UT	84116
THO PROPERTIES, LLC	PO BOX 1265	SALT LAKE CITY UT	84110
SANDERSON, WILLIAM JR. &	2033 W NORTH LN SUITE 14	PHOENIX AZ	85021
MORRISON, ELI M	62 N CHICAGO ST	SALT LAKE CITY UT	84116
AGUAYO, CLARENCE V &	7962 S DAVINCI DR	COTTONWOOD HTS UT	84121
ALLEN, HEATHER	52 N CHICAGO ST	SALT LAKE CITY UT	84116
MCGEE, SARAH Y &	764 N 900 W # 110	SALT LAKE CITY UT	84116
SEGURA, JUAN J	40 N CHICAGO ST	SALT LAKE CITY UT	84116
BONILLA, CONSUELO	38 N CHICAGO ST	SALT LAKE CITY UT	84116
NISH, TERRY E; TR	28 N CHICAGO ST	SALT LAKE CITY UT	84116
EDER, ROBERT A JR	11273 S JANALYNN DR	SOUTH JORDAN UT	84095
REMIGI, J RONALD &	3082 S 975 E	BOUNTIFUL UT	84010
MARKS, DON H &	320 S SPALDING DR	BEVERLY HILLS CA	90212
WELLS FARGO BANK	18700 N.W. WALKER RD # 92	BEAVERTON OR	97006
BINCH, JOHN W &	1564 E CREST CIR	SANDY UT	84093
UTAH QUALITY SERVICE INC	1564 E CREST CIR	SANDY UT	84093
ZARA AND TAJ INVESTMENTS LLC	7-9 N 900 W	SALT LAKE CITY UT	84116
AUTOZONE INC	PO BOX 2198 DEPT 8088 AZ	MEMPHIS TN	38101
ANDREWS, RICKY L	920 W SOUTHTEMPLE ST	SALT LAKE CITY UT	84104
BARZEGARY, FEREDON S	935 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
GORDON, STEVEN L &	1 N 900 W	SALT LAKE CITY UT	84116
EQUITABLE PROPERTIES, LLC	484 S 250 E	HYDE PARK UT	84318
EARLY HOLDINGS LLC	PO BOX 9637	SALT LAKE CITY UT	84109
INTERNATIONAL WAY LLC	1425 E HARVARD AVE	SALT LAKE CITY UT	84105
BAILEY, GREG R; TR	846 W EMERIL AVE # B	SALT LAKE CITY UT	84116
BOHMAN, CHARLES L &	856 W EMERIL AVE	SALT LAKE CITY UT	84116
OLIVERA, HUGO H &	830 W EMERIL AVE	SALT LAKE CITY UT	84116
TORRES, SANDRA L	826 W EMERIL AVE	SALT LAKE CITY UT	84116

YATES, GORDON H	7700 IRVINE CENTER DR	IRVINE CA	92618
GATEWAY INN, LLC	1150 E IRIS LN	SALT LAKE CITY UT	84106
CARN, THOMAS H &	1559 S DEVONSHIRE DR	SALT LAKE CITY UT	84108
BARR, ROBERT E	PO BOX 526133	SALT LAKE CITY UT	84152
GALINDO, ELVIA	1406 S 700 W	SALT LAKE CITY UT	84104
NIRVAIR HOSPITALITY, LLC	1150 E IRIS LN	SALT LAKE CITY UT	84106
INTERNATIONAL WAY LLC	PO BOX 339	MIDVALE UT	84047
COULL LLC	PO BOX 2788	ROLLING HILLS EST CA	90274
CLAPP, JOHN D &	857 W EMERIL AVE	SALT LAKE CITY UT	84116
BERLIN, KAJSA M	853 W EMERIL AVE	SALT LAKE CITY UT	84116
UBICO, RENEE &	851 W EMERIL AVE	SALT LAKE CITY UT	84116
ISELL, JOSHUA &	843 W EMERIL AVE	SALT LAKE CITY UT	84116
JACOBSEN, ROGER	7256 S 1330 E	COTTONWOOD HTS UT	84121
BRADSHAW, JACK A. & ILENE	8687 S BUENA VISTA DR	SANDY UT	84094
U S B PROPERTIES INC	556 S 1200 E	BOUNTIFUL UT	84010
BRIGHT, LARRY D	844 W SOUTHTEMPLE ST	SALT LAKE CITY UT	84104
US SPRINT COMMUNICATIONS CO	PO BOX 12913	SHAWNEE MISSION KS	66282
U S B PROPERTIES LTD	556 S 1200 E	BOUNTIFUL UT	84010
CARN, THOMAS H	1559 S DEVONSHIRE DR	SALT LAKE CITY UT	84108
RED IGUANA 2 LLC	736 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
MOTORSPORTS HOLDINGS, LLC	28 N CHICAGO ST	SALT LAKE CITY UT	84116
FOUR-TEN, LLC	736 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
WRIGHT, DAVID T JR &	576 W SEVENTH AVE	MIDVALE UT	84047
OLSEN, RODNEY B &	744 W JACKSON AVE	SALT LAKE CITY UT	84116
OLSEN, ROD B &	744 W JACKSON AVE	SALT LAKE CITY UT	84116
DE LEON, CESILIO BRITO	720 W JACKSON AVE	SALT LAKE CITY UT	84116
TARTIN ESTATES LLC	198 N MEADOWBROOK	ALPINE UT	84004
LEE, JAKE	155 N 700 W	SALT LAKE CITY UT	84116
ORTIZ, EMILIO R &	143 N 700 W	SALT LAKE CITY UT	84116
ADAIR HOME BUYERS, LLC	PO BOX 1615	BOUNTIFUL UT	84011
OLSEN, ROD B	744 W JACKSON AVE	SALT LAKE CITY UT	84116
FILLMORE PARTNERS, LLC	744 W JACKSON AVE	SALT LAKE CITY UT	84116
KJC3, LLC	3488 S MAPLE CV	SALT LAKE CITY UT	84106
CONSOLIDATED LAWRENCE	PO BOX 11645	SALT LAKE CITY UT	84147
MASON LAND, LLC	1831 S CONNOR ST	SALT LAKE CITY UT	84108
PETERSEN, BOYD F; TR	3766 E PARKVIEW DR	SALT LAKE CITY UT	84124
TARTIN ESTATES, LLC	198 N MEADOWBROOK DR	ALPINE UT	84004
BFP ASSOCIATES LLC	3766 E PARKVIEW DR	SALT LAKE CITY UT	84124
TARTIN ESTATES LLC	198 N MEADOWBROOK DR	ALPINE UT	84004
BARNES, WILLIAM	373 E FIFTH AVE	SALT LAKE CITY UT	84103
TANNER, MYRLE F; TR	PO BOX 594	MONTICELLO UT	84535
CARDENAS, LUZMARIA &	135 N 700 W	SALT LAKE CITY UT	84116
MEETOO INC	PO BOX 11645	SALT LAKE CITY UT	84174
FOUR-TEN LLC	736 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
CABCO 708, LLC	708 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
MEETOO CORPORATION	754 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
REAGAN, WILLIAM K	1492 E PENROSE DR	SALT LAKE CITY UT	84103

IHC HEALTH SERVICES INC	4766 S HOLLADAY BLVD	HOLLADAY UT	84117
BELMAN, MATTHEW B &	44 N 800 W	SALT LAKE CITY UT	84116
AVILA, DORA	42 N 800 W	SALT LAKE CITY UT	84116
PAYNE, MISTY	42 N 800 W # REAR	SALT LAKE CITY UT	84116
ICON HOMES LLC	26 N 800 W # A	SALT LAKE CITY UT	84116
SERVI-TECH INC	764 W SOUTHTEMPLE ST	SALT LAKE CITY UT	84104
4 STEADY S LLC	772 W SOUTHTEMPLE ST	SALT LAKE CITY UT	84104
SALT LAKE COUNTY	PO BOX 144575	SALT LAKE CITY UT	84114
SALT LAKE COMMUNITY CLUB	742 W SOUTHTEMPLE ST	SALT LAKE CITY UT	84104
SONS OF A GUNN LC	738 W SOUTHTEMPLE ST	SALT LAKE CITY UT	84104
CORNER PROPERTY	825 N 300 W # C160	SALT LAKE CITY UT	84103
E STREET UTAH, LLC	1030 N 400 E	NORTH SALT LAKE UT	84054
ICON HOMES LLC	26 N 800 W	SALT LAKE CITY UT	84116
BARTON INVESTMENT, LLC	367 W 900 N	SALT LAKE CITY UT	84103
GURU RAMDAS HOSPITALITY LLC	715 W NORTHTEMPLE ST	SALT LAKE CITY UT	84116
SPECIALTY IMAGING L.L.C.	40 N 800 W	SALT LAKE CITY UT	84116
SIXTH NORTH PROPERTIES, LLC	1775 N WARM SPRINGS RD	SALT LAKE CITY UT	84116
PELICHOFF, SCOTT &	168 WELSH ST	SAN FRANCISCO CA	94107
KANE, DANIEL	133 NASSAU	ATLANTA GA	30303
KANE, DANIEL	536 N 600 W	SALT LAKE CITY UT	84116
ADMIRAL BEVERAGE CORPORATION	PO BOX 726	WORLAND WY	82401
500 PROPERTIES, LLC	5288 S COMMERCE DR # B150	MURRAY UT	84107
CRUZ, LISA M	562 W GIRARD AVE	SALT LAKE CITY UT	84116
QUETZAL IMPORTS LLC	413 N 600 W	SALT LAKE CITY UT	84116
500 PROPERTIES, LLC	5288 S COMMERCE DR #B-150	MURRAY UT	84107
AHL-UTAH	560 N 500 W	SALT LAKE CITY UT	84116
AHL UTAH	560 N 500 W	SALT LAKE CITY UT	84116
TESORO WEST COAST COMPANY	13111 NORTHWEST FWY #125	HOUSTON TX	77040
FINE THINGS LLC	560 N 500 W	SALT LAKE CITY UT	84116
AHL-UTAH, A UTAH LIMITED	560 N 500 W	SALT LAKE CITY UT	84116
A H L UTAH	560 N 500 W	SALT LAKE CITY UT	84116
VALDEZ, ILENE R	PO BOX 165185	SALT LAKE CITY UT	84116
SPRAGUE, RYAN G &	9554 TETON VISTA AVE	LAS VEGAS NV	89117
SMITH-PETTIT FOUNDATION, THE	514 W 400 N	SALT LAKE CITY UT	84116
SIGNATURE BOOKS PUBLISHING LLC	564 W 400 N	SALT LAKE CITY UT	84116
SUNFALL COMPANY, LLC	521 W 500 N	SALT LAKE CITY UT	84116
REALCO LC	437 N 500 W	SALT LAKE CITY UT	84116
NORTH 4TH, LLC	2604 JEFFERSON AVE	OGDEN UT	84401
ROWLAND, LLC	82 N E ST	SALT LAKE CITY UT	84103
SIGNATURE BOOKS, INC	564 W 400 N	SALT LAKE CITY UT	84116
KWIK INDUSTRIES, LLC	445 W 500 N	SALT LAKE CITY UT	84103
CORP OF PRES OF CH JC OF LDS	50 E NORTHTEMPLE ST #2225	SALT LAKE CITY UT	84150
SOLO HOLDINGS, LLC	807 E SOUTHTEMPLE ST #FL3	SALT LAKE CITY UT	84102
D IZZY STUDIOS LLC	72 S 300 E	NORTH SALT LAKE UT	84054
200 WEST HOLDING, LC	254 S 200 W	SALT LAKE CITY UT	84101
NELDEN, LINDA E; TR	PO BOX 8000	MESQUITE NV	89024
SALT LAKE PROPERTY, LLC	1 BUSH STREET # 650	SAN FRANCISCO CA	94104

CORP OF THE PB OF THE CH	50 E NORTHTEMPLE ST #2225	SALT LAKE CITY UT	84150
HORIZON SNACK FOODS, INC	7066 LAS POSITAS RD,# A	LIVERMORE CA	94550
MISSOURI PACIFIC RAILROAD CO	1400 DOUGLAS ST STOP 1640	OMAHA NE	68179
MISSIO DEI COMMUNITY	510 W 200 N # A	SALT LAKE CITY UT	84116
B & E PROPERTIES LLC	509 W 300 N	SALT LAKE CITY UT	84116
E & C FOX INVESTMENTS, LLC	4185 S CUMBERLAND RD	HOLLADAY UT	84124
ICEHOUSE HOLDINGS LLC	430 W 300 N	SALT LAKE CITY UT	84103
AND JUSTICE FOR ALL	205 N 400 W	SALT LAKE CITY UT	84103
SLHNET INVESTMENTS LC	48 W MARKET ST # 200	SALT LAKE CITY UT	84101
UTAH TRANSIT AUTHORITY	PO BOX 30810	SALT LAKE CITY UT	84130
UTAH TRANSIT AUTHORITY	669 W 200 S	SALT LAKE CITY UT	84101
THE LOFTS AT GATEWAY, LLC	1600 DOVE ST	NEWPORT BEACH CA	92660
PROPERTY RESERVE, INC	PO BOX 511196	SALT LAKE CITY UT	84151
KIEL, PAUL H &	258 N J ST	SALT LAKE CITY UT	84103
BOLAGET PARTNERS, LLC	1733 S 1100 E # 201	SALT LAKE CITY UT	84105
BOLAGET PARTNERS II LLC	157-159 N 600 W	SALT LAKE CITY UT	84116
SIXTH WEST INVESTMENTS, LLC	PO BOX 521750	SALT LAKE CITY UT	84152
MUNOZ, OTELIA S	7619 S 1530 W	WEST JORDAN UT	84084
RR COMPANY OF AMERICA LLC	1100 CAMELLIA BLVD #201	LAFAYETTE LA	70508
FARRELL, RANDALL; ET AL	1405 N EAST HILLS DR	BOUNTIFUL UT	84010
SINE, JERRY; ET AL	824 N TERRACE HILLS DR	SALT LAKE CITY UT	84103
DUPLEX 635 LLC	3331 S 900 E # 200	SALT LAKE CITY UT	84106
WOODALL, HOWARD N &	9 SEA COUNTRY LANE	RANCHO MARGARITA CA	92688
RR COMPANY OF AMERICA LLC	1100 CAMELLA BLVD	LAFAYETTE LA	70508
644 CITY STATION NT, LLC	178 S RIO GRANDE ST	SALT LAKE CITY UT	84101
ROBINSON, JON J; TR	129 N 600 W	SALT LAKE CITY UT	84116
SISNEROS, HENRIQUE R &	577 W 200 N	SALT LAKE CITY UT	84116
JAMES, MICHELLE &	575 W 200 N	SALT LAKE CITY UT	84116
SMITH, KIRK A &	1349 W 1300 S	WOODS CROSS UT	84087
MILLER, JUSTIN J	188 N J ST	SALT LAKE CITY UT	84103
W V JACOBSON, LLC	523 W 200 N	SALT LAKE CITY UT	84116
NORTH TEMPLE PROPERTIES, LLC	1775 N 900 W	SALT LAKE CITY UT	84116
SALT LAKE CITY CORPORATION	669 W 200 S	SALT LAKE CITY UT	84101
KBSIII 155 NORTH	PO BOX 28270	SANTA ANA CA	92799
KBSIII 155 NORTH 400 WEST,	PO BOX 28270	SANTA ANA CA	92799
NORTH TEMPLE ENTERPRISES, LLC	1153 S 3600 W	SALT LAKE CITY UT	84104
THE D & R G W RAILROAD COMPANY	1400 DOUGLAS ST STOP 1640	OMAHA NE	68179
OREGON SHORT LINES RR CO	1400 DOUGLAS ST STOP 1640	OMAHA NE	68179
SLHNET INVESTMENTS LC	48 W MARKET ST # 250	SALT LAKE CITY UT	84101
D U COMPANY	53 W ANGELO AVE	SOUTH SALT LAKE UT	84115
WORLD ENTERPRISES	PO BOX 65644	SALT LAKE CITY UT	84165
LATTER DAY CHURCH OF CHRIST	PO BOX 65644	SALT LAKE CITY UT	84165
10TH WEST 1-80, LLC	1775 N WARM SPRINGS RD	SALT LAKE CITY UT	84116
GAMBILL, RICK	1030 W 200 S	SALT LAKE CITY UT	84104
STEWART, VALARIE P	1026 W 200 S	SALT LAKE CITY UT	84104
AUBERY, MEGAN K	1024 W 200 S	SALT LAKE CITY UT	84104
SALT LAKE NEIGHBORHOOD HOUSING	622 W 500 N	SALT LAKE CITY UT	84116

HUBER & ROWLAND CONSTRUCTION	PO BOX 16001	SALT LAKE CITY UT	84116
VPS SOUTH TEMPLE, LLC	2021 S 1100 E	SALT LAKE CITY UT	84106
ELLIS, COLBY S; TR	508 W DANIEL WY	MURRAY UT	84123
FREEMAN VENTURES, LLC	3515-B LONGMIRE DR #282	COLLEGE STATION TX	77845
RICK S ENTERPRISES CORP	30 S 900 W	SALT LAKE CITY UT	84104
MORGAN SCOTT BUILDING LLC	2856 S WOOD HOLLOW WY	BOUNTIFUL UT	84010
FOLSOM-961 LLC	2856 S WOOD HOLLOW WAY	BOUNTIFUL UT	84010
SWANER PROPERTIES LLC	3459 S FLEETWOOD DR	SALT LAKE CITY UT	84109
PATTERSON, JOY; TR	1797 E GREY OAK CIR	MURRAY UT	84121
GOMEZ MANAGEMENT INC	927 W FOLSOM AVE	SALT LAKE CITY UT	84104
LA DIANA LLC	46 S 900 W	SALT LAKE CITY UT	84104
MATTENA, LOUIS A &	946 W 100 S	SALT LAKE CITY UT	84104
MATTENA, GEORGE T &	974 W 100 S	SALT LAKE CITY UT	84104
HARPER, TIMOTHY D &	11229 S BROOKE N LANCE LN	SOUTH JORDAN UT	84095
KARPOS, VASILLOS	1220 E SANDRA CIR	MURRAY UT	84121
SANCHEZ, ARQUIN &	76 S 900 E	SALT LAKE CITY UT	84102
RENTERIA, ROSA	969 W 100 S	SALT LAKE CITY UT	84104
GUZMAN, GEORGE &	545 N OAKLEY ST	SALT LAKE CITY UT	84116
UNDERWOOD, FRANK &	965 W 100 S	SALT LAKE CITY UT	84104
MATTENA, GEORGE T	974 W 100 S	SALT LAKE CITY UT	84104
MONDRAGAN, EUGENE J &	945 W 100 S	SALT LAKE CITY UT	84104
MARTINEZ, MARY J; ET AL	935 W 100 S	SALT LAKE CITY UT	84104
VIOLETTE, PETER R AKA	1576 ELVADO DRWAY #6	SIMI VALLEY CA	93065
WESTONE PROPERTIES LLC	915 W 100 S	SALT LAKE CITY UT	84104
DIOSES, WALTER J &	2998 S GAZELLE RD	WEST VALLEY UT	84128
REED, KEVIN T	974 W EUCLID AVE	SALT LAKE CITY UT	84104
RESI SFR SUB, LLC	402 STRAND ST	FREDERIKSTED VI	840
PECK, BEVERLY A; TR	1183 S 800 W	SALT LAKE CITY UT	84104
VASQUEZ, JOSE A &	950 W EUCLID AVE	SALT LAKE CITY UT	84104
NESI, LEONA M; TR	942 W EUCLID AVE	SALT LAKE CITY UT	84104
MATTESON, IAN WILLIAM	928 W EUCLID AVE	SALT LAKE CITY UT	84104
GONZALES, GILBERT, JR	15 W 780 S	CENTERVILLE UT	84014
RAMOS, ROLANDO R	922 W EUCLID AVE	SALT LAKE CITY UT	84104
ROBLES, CAMILO	914 W EUCLID AVE	SALT LAKE CITY UT	84104
THE CHURCH OF TONGA	532 E 700 S	SALT LAKE CITY UT	84102
WESTONE PROPERTIES, LLC	915 W 100 S	SALT LAKE CITY UT	84104
SWENSON, SHANTELL	918 W EUCLID AVE	SALT LAKE CITY UT	84104
FULTON, ACELYNN	938 W EUCLID AVE	SALT LAKE CITY UT	84104
GS PECK PROPERTIES, LLC	3424 S MEDFORD DR	BOUNTIFUL UT	84010
ALVAREZ, GABRIEL &	117 S 1000 W	SALT LAKE CITY UT	84104
GARCIA, OBDULIA	119 S 1000 W	SALT LAKE CITY UT	84104
RUCKER FAMILY PROPERTIES, LLC	990 S 500 W	BOUNTIFUL UT	84010
C & C INVESTMENTS OF UTAH, LLC	2876 S 460 W	SOUTH SALT LAKE UT	84115
JEREMY HOLDINGS, LLC	14 S JEREMY ST	SALT LAKE CITY UT	84104
SCHOVAERS ELECTRONIC CORP	22 S JEREMY ST	SALT LAKE CITY UT	84104
MENA, NERY	47 S 900 W	SALT LAKE CITY UT	84104
HERNANDEZ, JESUS; ET AL	1314 W PACIFIC AVE	SALT LAKE CITY UT	84104

LOPEZ, GERMAN; ET AL	5806 W COPPER STONE DR	SOUTH JORDAN UT	84009
COX, ITZEL	1026 W EUCLID AVE	SALT LAKE CITY UT	84104
ALLEN, DAVID B	PO BOX 510818	SALT LAKE CITY UT	84151
GUTIERREZ, SARAH M &	64 S JEREMY ST	SALT LAKE CITY UT	84104
CALDER BROS. CO.	PO BOX 1903	PROVO UT	84603
CALDER BROS., CO.	PO BOX 1903	PROVO UT	84603
WARREN, CURT D	864 W 100 S	SALT LAKE CITY UT	84104
CRAWFORD, THOMAS M &	218 E FIRST AVE	SALT LAKE CITY UT	84103
ROBERTS, APRIL L	850 W 100 S # 2	SALT LAKE CITY UT	84104
543 IRON ROSE PLACE, LLC	6381 S QUAIL MEADOW CIR	MURRAY UT	84121
BARROWES, BRIDGETTE A &	859 W 100 S	SALT LAKE CITY UT	84104
GEORGE, MICHAEL D	659 SUNSET DR	KAYSVILLE UT	84037
V & K INVESTMENTS, LLC	260 S CLUB HOUSE CT	NORTH SALT LAKE UT	84054
TRCA LLC	125 S 900 W	SALT LAKE CITY UT	84104
HANSEN, VICKIE C	133 S 900 W	SALT LAKE CITY UT	84104
KUGHLER, FLORENCE B	141 S 900 W	SALT LAKE CITY UT	84104
MLD NORTH LLC	13922 S ELK HILL CT	BLUFFDALE UT	84065
MARTINEZ, MARTIN	PO BOX 165092	SALT LAKE CITY UT	84116
BAUER, ROBERT C &	880 W 200 S	SALT LAKE CITY UT	84104
MARES, MANUEL	130 S JEREMY ST	SALT LAKE CITY UT	84104
VALDEZ, ANTONIO J & MELODY A;	121 S JEREMY ST	SALT LAKE CITY UT	84104
BERNARDINO, GLADYS O &	148 S JEREMY ST	SALT LAKE CITY UT	84104
ENGEL, ROBERT L	150 S JEREMY ST	SALT LAKE CITY UT	84104
VIRTO, GABINO	152 S JEREMY ST	SALT LAKE CITY UT	84104
RAMSEYER, ALEXANDRIA A M	154 S JEREMY ST	SALT LAKE CITY UT	84104
ALMOST THERE LLC	15 SANDSTONE CV	PARK CITY UT	84060
ERICKSON, JOHN H	750 E PONDEROSA DR	SANDY UT	84094
PURE WATER TECHNOLOGIES 1	11 S JEREMY ST	SALT LAKE CITY UT	84104
JEREMY LLC	15 S JEREMY ST	SALT LAKE CITY UT	84104
SMITH, GUY; TR	817 W SOUTHTEMPLE ST	SALT LAKE CITY UT	84104
PARKER, BETTY J; ET AL	817 W SOUTHTEMPLE ST	SALT LAKE CITY UT	84104
CARTER, ANDREW R	265 W 400 N	SALT LAKE CITY UT	84103
SALAZAR, BOLIVAR &	5061 S 1130 W	TAYLORSVILLE UT	84123
DWENGER, LEONARD R	18712 E US ROUTE 224	FINDLEY OH	45840
GIFFORD, MICHAEL	66 S 800 W	SALT LAKE CITY UT	84104
BOYER, CRAIG L &	3527 S CRESTWOOD DR	SALT LAKE CITY UT	84109
SCHMIDT, GERALD H &	818 W 100 S	SALT LAKE CITY UT	84104
FUCHS, TREVOR R	806 W 100 S	SALT LAKE CITY UT	84104
STEELE, LARRY A; TR	PO BOX 1585	VERNAL UT	84078
JUSTESEN, GARY K	249 S RIO GRANDE ST	SALT LAKE CITY UT	84101
DIAMOND FINDERS, LLC	P O BOX 1615	BOUNTIFUL UT	84011
SALAZAR, BOLIVAR	5061 S 1130 W	TAYLORSVILLE UT	84123
YESCO OUTDOOR MEDIA LLC	2401 S FOOTHILL DR	SALT LAKE CITY UT	84109
ADIPUTRA, TEOFILES V	49 S 800 W	SALT LAKE CITY UT	84104
WARREN, CURT	864 W 100 S	SALT LAKE CITY UT	84104
GALSTYAN, ARMEN	8980 S MELBURY CIR	SANDY UT	84093
PENNYMAC CORP	6101 CONDOR DR	MOORPARK CA	93021

TRAN, ANDY HAI	3213 W BROOKWAY DR	WEST VALLEY UT	84119
DEAN, JENNY LYN	776 W 100 S	SALT LAKE CITY UT	84104
SABEY, MICHAEL	774 W 100 S	SALT LAKE CITY UT	84104
BARNES, JENNIFER	772 W 100 S	SALT LAKE CITY UT	84104
SKR VENTURES LLC	855 E 315 S	OREM UT	84097
TROPHIES INC	831 W 100 S	SALT LAKE CITY UT	84104
SUAREZ, JOSE J	825 W 100 S	SALT LAKE CITY UT	84104
VALDEZ, ANTONIO J &	121 S JEREMY ST	SALT LAKE CITY UT	84104
GARCIA, CRUZ; ET AL	815 W 100 S	SALT LAKE CITY UT	84104
PETERSON, RANDY C &	457 E EMERSON AVE	SALT LAKE CITY UT	84115
ARTS VENTURES, LLC	361 E TRUMAN AVE	SOUTH SALT LAKE UT	84115
CORRIGAN, MICHAEL	135 S JEREMY ST	SALT LAKE CITY UT	84104
DIAZ, NAPOLEON R &	139 S JEREMY ST	SALT LAKE CITY UT	84104
HOLMES, KEVIN	145 S JEREMY ST	SALT LAKE CITY UT	84104
WALTERS, MILTON A	2996 W 9050 S	WEST JORDAN UT	84088
RESTORE UTAH, LLC	1600 S STATE ST	SALT LAKE CITY UT	84115
PEREZ, JOSE A	161 S JEREMY ST	SALT LAKE CITY UT	84104
NAMAUU, DONNA B	124 S 800 W	SALT LAKE CITY UT	84104
LAMALFA, KYLE	1159 W 900 S	SALT LAKE CITY UT	84104
TIMBER CANYON, LLC	623 E 100 S	SALT LAKE CITY UT	84102
THOMAS, PAMELA	824 W 200 S	SALT LAKE CITY UT	84104
SWAYDAN, JAMES B & LORIE R	2959 S PALMETTO CIR	ST GEORGE UT	84790
DAVIES-BADDLEY, SHEILA A	138 S 800 W	SALT LAKE CITY UT	84104
NAMAUU, DONNA	124 S 800 W	SALT LAKE CITY UT	84104
SWAYDAN, JAMES B &	2959 PALMETLO CIR	WASHINGTON UT	84790
SALT LAKE VALLEY MENTAL HEALTH	PO BOX 572070	MURRAY UT	84157
CURZ, JOSUE	971 W EUCLID AVE	SALT LAKE CITY UT	84104
YOUNG, RICHARD D &	967 W EUCLID AVE	SALT LAKE CITY UT	84104
O KEEFE, KELLY C	358 S 700 E # 9-104	SALT LAKE CITY UT	84102
AVILES, ALBERTO &	951 W EUCLID AVE	SALT LAKE CITY UT	84104
DRAIN, JOSPHINE K &	941 W EUCLID AVE	SALT LAKE CITY UT	84104
TAYLOR, BRAD E	931 W EUCLID AVE	SALT LAKE CITY UT	84104
BUXTON, CORTNEY N	2440 E OLYMPUS DR	HOLLADAY UT	84124
NELSON, DEREK	919 W EUCLID AVE	SALT LAKE CITY UT	84104
GREENWAY, RALPH E; ET AL	915 W EUCLID AVE	SALT LAKE CITY UT	84104
SILVER LAKE INVESTMETNS LLC	PO BOX 26693	SALT LAKE CITY UT	84126
PGA PROPS, LLC	11317 S 1300 W	SOUTH JORDAN UT	84095
CASTANEDA, MARIO W	992 W 200 S	SALT LAKE CITY UT	84104
MARTINEZ, CESAR &	970 W 200 S	SALT LAKE CITY UT	84104
O BRYAN, LISA	2845 E 4430 S	HOLLADAY UT	84124
TAFOLLA, JOSE T	962 W 200 S	SALT LAKE CITY UT	84104
PREMIER ROOFING, LLC	642 S CHEYENNE ST	SALT LAKE CITY UT	84104
LEWIS, OLIVER	948 W 200 S	SALT LAKE CITY UT	84104
JOHNSON, TYLER &	944 W 200 S	SALT LAKE CITY UT	84104
TINGEY, DIANA L	940 W 200 S	SALT LAKE CITY UT	84104
JANZEN, ROBERT G; ET AL	1724 E BUNKERHILL RD	HOLLADAY UT	84117
ZENDEJAS, MOISES	932 W 200 S	SALT LAKE CITY UT	84104

CRUZ, JUAN L	930 W 200 S	SALT LAKE CITY UT	84104
DARLING, AARON E	914 W 200 S	SALT LAKE CITY UT	84104
STODDARD, E W	53 W ANGELO AVE	SOUTH SALT LAKE UT	84115
FORBUSH, M DON; TR	4620 S 600 E	MURRAY UT	84107
DRAIN, SCOTT	947 W EUCLID AVE	SALT LAKE CITY UT	84104
QUIROS, OSVALDO &	PO BOX 271324	SALT LAKE CITY UT	84127
SMITH, STEPHEN A &	165 S 1000 W	SALT LAKE CITY UT	84104
WESTERN PACIFIC RAILROAD CO	1400 DOUGLAS ST STOP 1640	OMAHA NE	68179
MT PROPERTY MANAGEMENT LLC	46 S ORANGE ST # D	SALT LAKE CITY UT	84116
STATE OF UTAH, DEPT OF ADMIN	450 N STATE OFFICE BLDG	SALT LAKE CITY UT	84114
STATE OF UTAH DEPT OF ADM	450 N STATE OFFICE BLDG	SALT LAKE CITY UT	84114
DIAMOND PARKING INC	605 FIRST AVE #600	SEATTLE WA	98104
DIAMOND PARKING INC	605 FIRST AVE # 600	SEATTLE WA	98104
NATIONAL WAREHOUSE INVESTMENT	1875 E PECKHAM LN	RENO NV	89502
THRIFTY RENT A CAR SYSTEM	5330 E 31ST ST	TULSA OK	74135
SCSB, LLC; ET AL	163 S MAIN ST	SALT LAKE CITY UT	84111
VINCENT COURT LLC	154 E MYRTLE AVE # 303	MURRAY UT	84107
KLTMD, LLC	173 HILLSIDE LN	NORTH SALT LAKE UT	84054
MCCANDLESS, GLORIA D &	330 S 700 E	SALT LAKE CITY UT	84102
PETTY, IREVA G, ET AL	2001 S WINDSOR ST	SALT LAKE CITY UT	84105
VINCENT COURT, LLC	154 E MYRTLE AVE # 303	MURRAY UT	84107
WILLIAMSEN SOUTH JORDAN INC	154 E MYRTLE AVE # 303	MURRAY UT	84107
ZIONS FIRST NATIONAL BANK NA	PO BOX 30709	SALT LAKE CITY UT	84130
ZIONS FIRST NATIONAL BANK,	PO BOX 30709	SALT LAKE CITY UT	84130
ZIONS FIRST NATIONAL BANK	PO BOX 30709	SALT LAKE CITY UT	84130
SLC 400 S LLC	12555 HIGH BLUFF DR #330	SAN DIEGO CA	92130
HZ SEVEN65 APARTMENTS LLC;	37 GRAHAM ST STE #200B	SAN FRANCISCO CA	94129
SLCO 400 S LLC	12555 HIGH BLUFF DR #330	SAN DIEGO CA	92130
ADELE CORPORATION	815 E 400 S	SALT LAKE CITY UT	84102
4TH SOUTH DEL LLC	154 E MYRTLE AVE # 303	MURRAY UT	84107
T H A INVESTMENTS	424 S 700 E	SALT LAKE CITY UT	84102
MANOR HOUSE PROPERTIES, LLC	3837 S 1915 E	SALT LAKE CITY UT	84106
GLENDORA PROPERTIES LLC	672 S WOODBRIAR WAY	NORTH SALT LAKE UT	84054
MICELLI GROUP LLC	10248 S DIMPLEVIEW LN	SANDY UT	84092
BOYER - MADSEN SEVENTH EAST LC	101 S 200 E	SALT LAKE CITY UT	84111
DON C HALE INVESTMENT	PO BOX 902020	SANDY UT	84090
CORSILLO, LOUIS;	5778 S UTAHNA DR	MURRAY UT	84107
PACE & PACE PROPERTIES LLC	3550 S 2175 E	SALT LAKE CITY UT	84109
D E MOSS FAMILY LIMITED	744 E 400 S	SALT LAKE CITY UT	84102
LIBERTY BLVD ASSOCIATES LLC	6440 S WASATCH BLVD	HOLLADAY UT	84121
MANA DEVELOPMENT LLC	790 N NORTHSHORE ST	SALT LAKE CITY UT	84103
DAVIS, HARDIN K &	1538 E LOGAN AVE	SALT LAKE CITY UT	84105
SMOOT, BRIAN M &	2886 E NANILOA CIR	HOLLADAY UT	84117
ORTON, KIRK G & GAYLA V; JT	10617 S 455 E	SANDY UT	84070
JENSEN, JEFFREY J; TR	1338 S FOOTHILL DR # 311	SALT LAKE CITY UT	84108
RICHARD P SMOOT FAMILY LLC	847 E 400 S	SALT LAKE CITY UT	84102
NACEY INVESTMENTS LLC	3852 W 2550 S	OGDEN UT	84401

DEMURI, CHRISTOPHER	1099 S WINDSOR ST	SALT LAKE CITY UT	84105
MFJF SALT LAKE LLC	810 SEVENTH AVE FL-10	NEW YORK NY	10019
MFJF SALT LAKE LLC	810 SEVENTH AVE	NEW YORK NY	10019
HOUSING AUTHORITY OF SALT	1776 S WESTTEMPLE ST	SALT LAKE CITY UT	84115
OILWELL PROPERTIES LC	7430 S CREEK RD # 200	SANDY UT	84093
BOLTON, JOHN	1160 S STANSBURY WY	SALT LAKE CITY UT	84108
CABZ LLC	450 S 900 E # 100	SALT LAKE CITY UT	84102
GARN, KEVIN S	748 HERITAGE PARK BLVD	LAYTON UT	84041
D & J SONNTAG INVESTMENT	2402 E 900 S	SALT LAKE CITY UT	84108
FLORENCE J GILLMOR FOUNDATION	201 S MAIN ST # 1800	SALT LAKE CITY UT	84111
WRIGHT, JEFFREY E	159 W BROADWAY ST # 200	SALT LAKE CITY UT	84101
FISCHER, THIERRY &	123 W SOUTHTEMPLE ST	SALT LAKE CITY UT	84101
ECCLESTON, JOSEPH P &	1426 E 525 N	LAYTON UT	84040
SNYDER, STEPHANIE A	829 E 400 S # 104	SALT LAKE CITY UT	84102
DLB UTAH, LLC	PO BOX 3176	SALT LAKE CITY UT	84110
OWEN, GAIL M	829 E 400 S # 106	SALT LAKE CITY UT	84102
SUAREZ, DOMINIQUE	829 E 400 S # 107	SALT LAKE CITY UT	84102
REED, DAVID L; TR	829 E 400 S # 108	SALT LAKE CITY UT	84102
ALLEMAN, ROBERT M	829 E 400 S # 109	SALT LAKE CITY UT	84102
MARSH, CARYL ANN; TR	829 E 400 S # 110	SALT LAKE CITY UT	84102
ATKINS, DAVID A &	829 E 400 S # 111	SALT LAKE CITY UT	84102
FAN, GAOYANG	829 E 400 S # 112	SALT LAKE CITY UT	84102
DALGARNO, WAYNE	829 E 400 S # 114	SALT LAKE CITY UT	84102
STANFORD COURT OWNERS	1218 E 7800 S # 150	SANDY UT	84094
LIBRARY SQUARE CENTRE, LLC	231 E 400 S # 380	SALT LAKE CITY UT	84111
CATMAG HOLDINGS LLC	243 E 400 S	SALT LAKE CITY UT	84111
ANDERSON INVESTMENT	5455 W 11000 N #202	HIGHLAND UT	84003
CATMAG HOLDINGS LLC	525 E 100 S # 400	SALT LAKE CITY UT	84102
ETTORI INVESTMENTS LLC	352 S MOFFATT CT	SALT LAKE CITY UT	84111
LIBRARY SQUARE ANNEX LLC	231 E 400 S # 380	SALT LAKE CITY UT	84111
MOUNTAIN COURTYARD SUITES LLC	PO BOX 58324	SALT LAKE CITY UT	84158
358 LLC	7862 S DANISH DOWNES CT	COTTONWOOD HTS UT	84121
LIN FAMILY HPJ LLC	255 E 400 S	SALT LAKE CITY UT	84111
UTAH PRIDE CENTER	PO BOX 1078	SALT LAKE CITY UT	84110
CHURCH & STATE BUSINESS	6 E BENTBROOK LN	SANDY UT	84092
ROTHMAN, NOEL	311 S WACKER DRIVE #4190	CHICAGO IL	60606
SALT LAKE CITY CORPORATION	451 S STATE ST # 245	SALT LAKE CITY UT	84111
RB&K LLC	333 E 400 S	SALT LAKE CITY UT	84111
345 OFFICE BUILDING LC	345 E 400 S # 201	SALT LAKE CITY UT	84111
WRIGHT, MICHAEL J &	1335 S COLONIAL CIR	SALT LAKE CITY UT	84108
4TH AND 4TH LLC	907 W SUNRISE LN	AMERICAN FORK UT	84003
WOMANS DIV CHRISTN SERV BD OF	347 S 400 E	SALT LAKE CITY UT	84111
UPPER COLORADO RIVER COM.	355 S 400 E	SALT LAKE CITY UT	84111
BYTHEWAY HOLDINGS, LLC	1338 S FOOTHILL DR # 311	SALT LAKE CITY UT	84108
BYTHEWAY HOLDINGS, LLC	363 N MIDDLE OAK LN	SALT LAKE CITY UT	84108
PETTY INVESTMENT CO	2001 S WINDSOR ST	SALT LAKE CITY UT	84105
MILLER, MARIAN K; TR	1338 S FOOTHILL DR # 311	SALT LAKE CITY UT	84108

SYCAMORE HOLDINGS, LC	231 E 400 S # 380	SALT LAKE CITY UT	84111
RUMEL PLACE LLC	358 S 500 E	SALT LAKE CITY UT	84102
WASATCH 5TH EAST HOLDINGS LLC	595 S RIVERWOODS PKWY	LOGAN UT	84321
INTERMOUNTAIN COMMERCIAL REAL	376 E 400 S # 120	SALT LAKE CITY UT	84111
COLLUM ENTERPRISES INC	3007 S STATE ST	SOUTH SALT LAKE UT	84115
COLLUM ENTERPRISES INC, ET AL	3007 S STATE ST	SOUTH SALT LAKE UT	84115
WAGSTAFF, DAVID B	1061 S CRESTVIEW CIR	SALT LAKE CITY UT	84108
COLUMN ENTERPRISES, INC.	3007 S STATE ST	SOUTH SALT LAKE UT	84115
COLLUM ENTERPRISES, INC.	3007 S STATE ST	SOUTH SALT LAKE UT	84115
JACOBY GROUP LLC	425 S 400 E	SALT LAKE CITY UT	84111
435 S 415 E LLC	9419 S UNION SQUARE ST	SANDY UT	84070
IRG-400 SOUTH LLC	4571 S HOLLADAY BLVD	HOLLADAY UT	84117
ARNOLD, R CLARK; TR ET AL	PO BOX 1588	SALT LAKE CITY UT	84110
GREY OAK LLC	2157 S LINCOLN ST	SALT LAKE CITY UT	84106
G & S PROPERTIES, LLC	PO BOX 9069	SALT LAKE CITY UT	84109
TERRAPIN ENTERPRISES OF UTAH	426 S 500 E	SALT LAKE CITY UT	84102
FIRST STEP HOUSE	411 N GRANT ST	SALT LAKE CITY UT	84116
FIRST NATIONAL BANK OF LAYTON	PO BOX 248	LAYTON UT	84041
DENVER STREET APARTMENTS LLC	95 W 100 S #340	LOGAN UT	84321
HARMAN MANAGEMENT CORP	5544 S GREEN ST	MURRAY UT	84123
ROBBINS, WILSON K; TR	3730 E MILLSTREAM DR	SALT LAKE CITY UT	84109
400 SOUTH ENTERTAINMENT	154 E MYRTLE AVE # 303	MURRAY UT	84107
400 SOUTH FOOD CORP	154 E MYRTLE AVE # 303	MURRAY UT	84107
EAST DOWNTOWN LLC	170 S MAIN ST # 1600	SALT LAKE CITY UT	84101
WENDYS PROPERTIES LLC	1 DAVE THOMAS BLVD	DUBLIN OH	43017
VALLEY MENTAL HEALTH	PO BOX 572070	MURRAY UT	84157
T H A INVESTMENTS, LTD	424 S 700 E	SALT LAKE CITY UT	84102
EAST DOWNTOWN LLC	32 W 200 S # 501	SALT LAKE CITY UT	84101
THA INVESTMENTS, LTD	424 S 700 E	SALT LAKE CITY UT	84102
SMITH S FOOD & DRUG	1014 VINE ST	CINCINNATI OH	45202
THA INVESTMENTS LTD	424 S 700 E	SALT LAKE CITY UT	84102
HARMAN MANAGEMENT	5544 S GREEN ST	MURRAY UT	84123
CAL TEMPLE PROPERTIES, LLC	PO BOX 71590	SALT LAKE CITY UT	84171
SPATARU I LLC;	PO BOX 1159	DEERFIELD IL	60015
KINGSPORT, LLC	3507 CROSS CREEK LN	MALIBU CA	90265
DAISY PROPERTIES	5544 S GREEN ST	MURRAY UT	84123
North 4th LLC	2604 Jefferson Ave	Ogden, UT	84401
4th and 4th LLC	907 W Sunrise Lane	American Fork, UT	84003
1452 Roberta Associates, LLC	1733 South 1100 East #202	Salt Lake City, UT	84105
Ryan Berry	510 South 600 East	Salt Lake City, UT	84102
KBSII 155 North 400 West, LLC			
Attn KBS Realty Advisors	PO Box 28270	Santa Ana, CA	92799
David Abraham	2505 East Parley's Way	Salt Lake City UT	
Villa Nueva LLC	554 N Wall Street	Salt Lake City, UT	84103
Gilbert Gonzales	15 West 780 South	Centerville, UT	84104
BC-TOD LC			
Attn Paul Kelley	90 S 400 W	Salt Lake city UT	84101

Brian Getzelman	722 W 1355 S	Salt Lake City, UT	84104
Carmon Black Management Co. Et. Al.	1010 East Peaks Circle	Salt Lake City, UT	84117
SLHNET Investments	48 W Market St #250	Salt Lake City, UT	84101
Hardage Suites Hotels	11975 El Camino Real #104	San Diego, CA	92130
Grey Oak, LLC	2157 S Lincoln St	Salt Lake City, UT	84106
Paul J. Matulich Et. Al.	PO Box 233	Los Gatos, CA	95031
V&K Investments, LLC	260 S Club House Ct	North Salt Lake, UT	84054
LRH INC			
Attn. LRH	PO Box 171003	Salt Lake City, UT	84117
Joe Smith	1776 West Temple	Salt Lake City, UT	84115
Paul Willie	950 W 100 S #340	Logan, UT	84321
Paul Ostler	1981 West 12110 South	Riverton, UT	84065
Adam Lankford, Wasatch Advantage	299 South Main Street #2400	Salt Lake City, UT	84111
Guillaume Belgique	7583 Main St	Midvale, UT	84047
REL Development, LLC	4 San Rafael Place	Laguna Nigel, CA	92677
Dave Hunter	1212 East 1130 North	Orem, UT	84097
Chris Parker	50 North 600 West Unit D	Salt Lake City, UT	84116
Timothy GUY, TR Et Al	9513 S Chavez Drive	South Jordan, UT	84095
Brian Russell	12312 South Redwood Rd	Riverton, UT	84065
Harold Woodruff	223 E 800 S	Salt Lake City, UT	84111
Lynn Lewis	263 W Bubbling Brook Ln	Draper, UT	84094
Dave Richards	PO Box 526064	Salt Lake City, UT	84152
Kenneth Wheadon	649 East South Temple	Salt Lake City, UT	84102
International Commercial Properties, L	766 South Parkway Drive	North Salt Lake, UT	84054
Siganture Books	564 West 400 North	Salt Lake City, UT	84116
Jorge Escalante	6819 W 4085 S	West Valley, UT	84128
First Step House	411 N Grant St	Salt Lake City, UT	84116
Brad Murdock	1448 West 2450 South	Woods Cross, UT	
Salt Lake City Planning			
Daniel Echeverria	PO BOX 145480	Salt Lake City UT	84114
Central City Neighborhood Council			
Michael Iverson	210 South 300 East #116	Salt Lake City UT	84111
Eastside Community Council			
Esther Hunter	606 Trolley Square	Salt Lake City UT	84102
Fairpark Community Council			
Bryce Garner	170 N 800 West	Salt Lake City UT	84116
Rose Park Community Council			
Marti Woolford	PO BOX 193	Salt Lake City UT	84110
Jordan Meadows Community Council			
Jim Goostrey	1975 W Floisand Cir	Salt Lake City UT	84116