



Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
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Date: October 23, 2024
Re: PLNPCM2024-00982 Jordan River Fairpark Zoning District

Zoning Text & Map Amendments

PROPERTY ADDRESS: Approximately 1500 W North Temple – the project area encompasses 32 parcels within the Fairpark neighborhood between Redwood Road and the Jordan River
PARCEL ID: Refer to draft Term Sheet for all parcel information
MASTER PLAN: [North Temple Boulevard Plan \(2010\)](#)
ZONING DISTRICT: M-1, TSA-MUEC-T, TSA-MUEC-C, TSA-SP-C, TSA- UC-C, and TSA-UN-T zones

REQUEST:

Larry H. Miller Company, represented by Snell & Wilmer, is seeking approval to amend Salt Lake City's zoning ordinance by creating a new zoning district known as the Jordan River Fairpark District (JRF District). This proposed district would rezone approximately 93 acres across 32 parcels, into a single zone to support the area's redevelopment. The JRF District would permit buildings up to 400 feet in height, with Design Review required for structures above 200 feet. The proposal includes no minimum lot size, width, or setbacks. A minimum of 10% of the gross development area is proposed to be part of an open space network. Development within the JRF District would be exempt from adhering to the City's general plans. Development plans have not been submitted.

Under new state law, the City and the applicant have until December 31, 2024, to enter into an agreement providing the applicant with an expedited process for review and approval of land use applications and vesting the applicant in any approved land use for a qualified stadium and related uses. If an agreement is not reached by that date, none of the property in the district will be subject to the City's zoning, riparian, airport, or other land use regulations.

RECOMMENDATION:

That the proposed zoning text and map amendments and the Term Sheet associated with the proposal be recommended for adoption with the following conditions:

1. The applicant shall continue to work with Public Utilities on the applicability of the Riparian Corridor Overlay. Unless otherwise approved by Public Utilities, the overlay shall remain applicable.
2. Public Utilities Master Plans and Transportation Master Plans remain applicable to the JRF District.
3. The applicant shall follow mitigation measures as dictated in the Airspace Impact Study.
4. A minimum percentage of the entire project must be dedicated as open space and accessible to the public.
5. A percentage of workforce housing shall be provided within the project boundaries.
6. Design Standards shall apply to all buildings facing public streets and the Jordan River. The standards shall be updated to include lighting, entry features, parking garage specifications, and limits on building façade lengths.
7. Midblock walkways associated with additional building height shall be a minimum of 15' wide.
8. Concerns raised by the Planning Commission during the October 9, 2024 briefing shall be addressed prior to the City Council adopting the Term Sheet associated with the Development Agreement.

ATTACHMENTS:

- A. [ATTACHMENT A: Vicinity Map](#)
- B. [ATTACHMENT B: Proposed JRF Zoning District Ordinance](#)
- C. [ATTACHMENT C: Draft Term Sheet](#)
- D. [ATTACHMENT D: Property & Vicinity Photos](#)
- E. [ATTACHMENT E: Text & Map Amendment Standards](#)
- F. [ATTACHMENT F: Public Process & Comments](#)
- G. [ATTACHMENT G: Department Review Comments](#)

BACKGROUND INFORMATION & H.B. 562

During the 2024 Utah Legislature, House Bill 562 was passed that created the "[Utah Fairpark Area Investment and Restoration District](#)".

The bill created the Utah Fairpark Area Investment and Restoration District, which encompasses a portion of the Utah Fairpark and future "Power District" of Salt Lake City. The special district has the ability to levy certain taxes, including an energy tax, telecom tax, transient room tax, resort communities tax, and an accommodations services tax. It also allows certain taxes to be paid to the

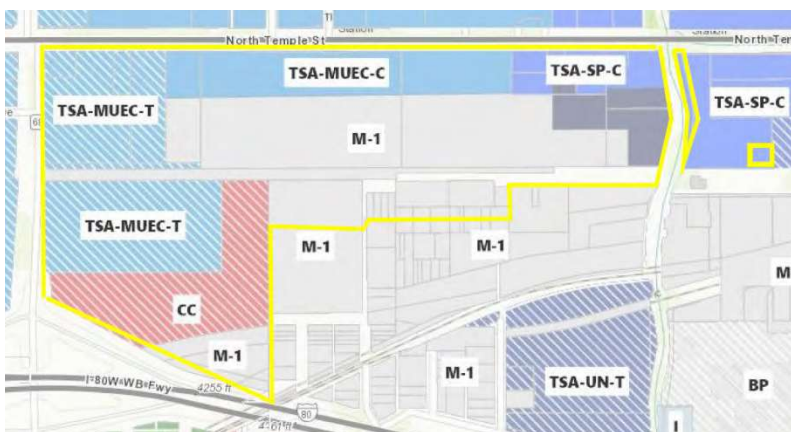
district, including enhanced property tax and allows the district to adopt certain project plans for the area, including for the development of a stadium. The bill also provides land ownership to the district in the area and provides a revolving loan fund for the Fairpark area.

Along with establishing the district and the U-FAIR Board, it requires that Salt Lake City (stated “host city”) **must come into an agreement with the applicant no later than December 31, 2024.**

- A. An agreement under Subsection (3)(b)(i) shall require the host municipality to provide an expedited process for the review and approval of a qualified owner's completed land use application that complies with adopted land use regulations.
- B. In an agreement under Subsection (3)(b)(i), the host municipality shall agree to vest the qualified owner in any approved land use for a qualified stadium and related uses.
- C. A host municipality may not prohibit or condition the use of a qualified owner's land for a qualified stadium.
- D. In making land use decisions affecting land within the Fairpark district boundary that is subject to a host municipality's land use authority under this Subsection (3), the legislative body of the host municipality shall consider input from the board.

PROJECT DESCRIPTION

The proposed zoning district encompasses nearly 100 acres in the Fairpark neighborhood of Salt Lake City. The proposed JRF zoning district is generally located between 1000 West and Redwood Road and North Temple and I-80. The U-FAIR district encompasses a larger area. The goal of the proposed U-FAIR district is to facilitate redevelopment within the district to provide economic and housing opportunities to the area, region and state. The U-FAIR board may exercise land use authority on state-owned land within the district and has jurisdiction over development.



Existing Zoning



U-FAIR District Boundary

Property Location



JRF Zoning District

Applicability

The applicant is proposing that no General or Master Plan be used to evaluate or approve any site plan, plat, or other land use application within the JRF District. The applicant's reasoning for being exempt from adopted plans and overlays is that the district is unique and older plans may not align with the purpose of the district or their redevelopment efforts.

The applicable General Plan for the area is the North Temple Boulevard Plan (NTBP). The proposal is generally aligned with the NTBMP and meets multiple initiatives within Plan Salt Lake, as discussed within Consideration 1 of the staff report. The applicant is also proposing that development within the district is fully exempt from the Airport Flight Path Protection Overlay as set forth in Chapter 21A.34. The updated proposal states that the Riparian Corridor Overlay standards will be agreed upon between the property owner and Public Utilities and memorialized in a separate Development Agreement.

While the applicant may request to be exempt from the City's land use plans, they cannot be exempt from other "Master or General Plans" related to Public Utilities. All development within the district will be evaluated for compliance with Public Utilities water, sewer, storm drain, and street light master plans.

Minimum Lot Area, Width, Yard Standards

The proposal states that there are no minimum lot areas, lot widths, or setbacks required in the JRF District. The City supports no required minimum lot area or lot width and generally supports no building setbacks. The majority of the property is currently zoned TSA (Transit Station Area), which requires minimal setbacks from public streets or interior lot lines. The TSA zoning districts do have special setback provisions for properties adjacent to the Jordan River and the Riparian Corridor Overlay is applicable. The TSA zones that apply to the property are proposed to be changed to MU-6 and MU-8 as part of the zoning consolidation proposal.

The proposal does state that setbacks from the Jordan River are applicable, unless specified in the Development Agreement. Public Utilities strongly oppose full exemption from the Riparian Corridor Overlay but has indicated some flexibility in how the standards are referenced and applied. The overlay addresses both city initiatives and Federal requirements and exempting one property owner raises equity concerns, given that all other properties next to a riparian corridor must comply.

Open Space

The proposed code language states an open space plan will be created and will include at least 10% of the gross development area. The open space is intended to be used for both passive and active recreation. According to Salt Lake City's MS4 (Municipal Separate Storm Sewer System) regulations, green infrastructure for stormwater treatment is mandatory, which typically necessitates the inclusion of open space. While there are alternatives, such as green roofs, most lots will likely need to incorporate designated green space for stormwater management.

Open space associated with the Design Review process to obtain additional building height does not include a minimum square footage. Staff recommend including a minimum percentage or square footage for open space that is used to offset additional building height.

Building Height

The proposed building height in the JRF District is a maximum of 400 feet, with Design Review required for buildings over 200 feet. Buildings above 200 feet must include a 5-foot setback and include one of the following options:

- Midblock walkway connecting to an existing or planned street or midblock walkway;
- Utilization of the Affordable Housing Incentives as identified in Chapter 21A.52; or
- Provide privately owned, publicly accessible open space on the property or on another property within the district that provides a shade canopy of at least 60% of the open space area.

The proposed building height and Design Review threshold is comparable to the regulations within the Downtown Districts. The D-1 Central Business District and D-4 Secondary Central Business Districts require Design Review for buildings taller than 200 feet. Building height in the D-1 zone is unlimited, while the D-4 zone allows buildings up to 600 feet. Both zones require a 5-foot building setback and compliance with at least one of five options for additional height.

The proposed JRF District lists three of the same public benefit options as the Downtown Districts, but with less specificity.

Planning staff recommends modifying the midblock walkway language to require a walkway at least 15 feet in width (Downtown Districts require at least 20 feet to offset building heights over 200 feet). The open space associated with additional building height should also include a minimum percentage. For reference, the Downtown Districts require at least 500 square feet, which is appropriate in these areas as the majority of development is infill. The JRF District is mostly undeveloped and therefore has more opportunity for open space because it does not have the same constraints as infill development located in the downtown zoning districts. The open space percentage should reflect the context and the stated goals of the district.

FAA Regulations & Airspace Impact Study

The proposed code language states that no building over 200 feet is permitted unless the developer consults with the FAA regarding compliance with 14 CFR Part 77.9. Additionally, buildings over 200 feet in height must be designed to avoid electrical interference, lighting and glare, impairing pilot visibility, and landing or maneuvering conflicts. While these considerations are important, FAA regulations hold precedence over city code, therefore it may not be necessary to include this language since all development must comply with applicable regulations.

There are potential conflicts with the proposed 400-foot building height and Federal Aviation Administration (FAA) regulations. The existing FAA protection surfaces over the proposed Jordan River Fairpark zoning district show most of the proposed development is under the “Horizontal Surface” at approximately 150 feet above the ground. The applicant and City staff are participating in a consultant led “Airspace Impact Study” to determine the impacts of development on the airspace and steps to mitigate conflicts. The allowed building heights may be restricted below the proposed 400-foot height limit based on the impact study. The “Airspace Impact Study” is expected to be completed by Thanksgiving 2024 and results will be shared with the applicant, city staff, and City Council.

Staff are generally not concerned about the proposed building height, as FAA regulations will ultimately dictate how tall individual structures may be based on their location within the district. Staff will continue to work with the applicant, FAA, and the hired consultant (LEAN) on the study and a summary will be provided to the City Council prior to a public hearing on the proposed zoning district.

Land Uses

The proposed land uses within the JRF District are broad and allow a range of residential, commercial, and industrial uses. As discussed in the briefing report and during the Planning Commission briefing on October 9, 2024, some of the proposed uses did not align with the stated vision of the JRF District or with its location next to the Jordan River. The uses include: gas stations, drive-throughs, light manufacturing, outdoor storage, bus/rail/trucking transportation terminals, vehicle rental agency, warehouses, and wholesale distribution.

Staff had concerns with allowing the some uses based on their intensity, potential environmental impacts, or negative impacts due to the expected development pattern. Planning staff relayed concerns to the applicant who modified their proposal to make some uses conditional and removed others altogether. Proposed uses should be reviewed by the City Council prior to making a decision.

Design Standards

The proposed JRF District features two sets of Design Standards: one for internal buildings and street frontages, and another specifically for buildings along Redwood Road and North Temple. Given the site's unique characteristics, the applicant is seeking substantial design flexibility. While the Planning staff acknowledges that the base design standards from Chapter 21A.37 may not be applicable to a baseball stadium, there are concerns about the absence of regulations for buildings along public streets and the Jordan River. Aside from the anticipated stadium, the rest of the JRF District will include typical uses such as multi-family residential, retail, commercial, and light industrial.

Currently, the only requirements for buildings within the district are to screen mechanical equipment and provide street trees—requirements already mandated by code. The frontages along Redwood Road and North Temple do call for additional design elements, such as ground floor activation, durable materials, and minimum glass percentages, but they still do not cover all standards outlined in Chapter 21A.37. Planning staff recommend incorporating further standards, including lighting, entry features, parking garage specifications, and limits on building façade lengths. During the Planning Commission briefing, members raised concerns about the lack of design standards but recognized that the future street network might complicate implementation. The applicant has yet to finalize this network, but many internal streets are expected to be privately owned. Generally, the adopted standards in Chapter 21A.37 apply to building frontages along public streets, meaning the current proposal does not adequately address development within the majority of the district.

The Commission suggested that design standards should apply to main arterial streets, like South Temple, while being less stringent for smaller connectors. Planning staff support this compromise as it balances the need for design standards with the flexibility required for development. To align with the City's urban design initiatives, it is recommended that design standards apply to all public streets within the JRF District, not just Redwood Road and North Temple, as many streets may be dedicated to the public in future development. Additionally, the Jordan River frontage should be treated like a public frontage, and the standards should also apply to arterial streets within the district, even if they are privately owned, to fully address the concerns of both staff and the Commission.

Signage

The applicant submitted a signage code that has since been tailored to better meet the goals of the zoning district. The updated proposal will use the same standards as the D-1 Central Business District and D-4 Secondary Central Business District and include an increased allowance within 1000 linear feet of the arena to allow the same sign types as the new Sports Arena and Convention Center Sign Overlay. The JRF District will also allow for additional private directional and wayfinding signs to communicate the district's unique identity. Additionally, the district will include one "public assembly

facility sign” as allowed by U.C.A. 72-7-504.5 and signage not visible or directed to public rights of way will not be regulated.

Community Benefit

The narrative provided by the applicant states the proposal will provide housing and open space, support local businesses, and improve the usability of the Jordan River, but very few specifics, metrics, or goals are stated. The City Council has the authority to negotiate community benefits as part of the proposed amendments. The Planning Division recommends that the community benefits include increasing the percentage of open space and guaranteeing that some percentage of affordable housing be included or a contribution to a city managed housing fund is made to help with future housing issues in the surrounding neighborhoods.

APPROVAL PROCESS AND COMMISSION AUTHORITY

Amendment proposals are reviewed against a set of considerations from the Zoning Code. The considerations are listed in Attachments D and E. Planning staff is required by ordinance to analyze proposed amendments against existing adopted City policies and other related adopted City regulations, as well as how an amendment will affect adjacent properties. The decision is ultimately up to the discretion of the City Council.

KEY CONSIDERATIONS

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

1. How the Proposal Helps Implement City Goals & Policies Identified in Adopted Plans
2. Term Sheet & Development Agreement
3. State Code

Consideration 1: How the Proposal Helps Implement City Goals & Policies Identified in Adopted Plans

Plan Salt Lake

Plan Salt Lake identifies thirteen guiding principles to form its vision of the future. The following principles and initiatives identified by the City are compatible with the zoning request.

- ❖ Neighborhood
 - Community amenities located within 1/4 mile walking distance of every household
- ❖ Growth
 - Increase SLC’s share of the population along Wasatch Front
 - Locate new development in areas with existing infrastructure and amenities
 - Encourage a mix of land uses
 - Promote infill and redevelopment of underutilized land
 - Preserve open space and critical environmental areas

- Accommodate and promote an increase in the City’s population
 - Work with regional partners and stakeholders to address growth collaboratively
- ❖ Housing
 - Increase diversity of housing types for all income levels throughout the city
- ❖ Transportation
 - Encourage Transit Oriented Development
- ❖ Natural Environment
 - Expand natural lands and watershed protection acreage
- ❖ Arts & Culture
 - Increase overall participation of arts and cultural activities
 - Promote and support SLC as a regional entertainment, artistic, and cultural center and destination
 - Promote and support SLC as an international tourism destination
 - Ensure access to, and support from a diversity of cultural facilities citywide

The principles and initiatives, particularly under “Growth” and “Arts and Culture,” are relevant as the zoning amendment establishes a new neighborhood with the potential to create a large economic hub housing a major league sports stadium with generous amounts of housing and employment opportunities.

[North Temple Boulevard Plan](#)

The North Temple Boulevard Plan prescribes how development should occur around the light rail stations along this corridor. It emphasizes dense, mixed-use development that encourages multi-modal mobility of all users, including pedestrians. The plan establishes an urban design framework that emphasizes placemaking at each station.

Two stations identified in the plan are within the proposed Jordan River Fairpark District: The Fairpark Station and the Cornell Station, as it was called in the Plan, which is now called the Power Station.

The NTBP Fairpark Station Plan stated that appropriate zoning regulations should include the following:

- Buildings up to 6 stories in height;
- Increased pedestrian activity;
- Buildings with multiple uses, such as ground floor retail with residential or office above;
- Buildings pulled close to the sidewalk with doors and windows adjacent to the sidewalk;
- Buildings with a high level of design and quality materials;
- Presence and activity along the Jordan River;
- Parking located behind buildings or within a structure;
- More diverse activities on the sidewalk, such as outdoor dining and seating; and
- Strong pedestrian connections to the Jordan River and the nearby neighborhoods.

Cornell Station Area Plan (now called the “Power Station”) calls for high-density mixed-use development. Zoning Characteristics of the Core Area should include:

- Multistory buildings up to 7 stories in height, potentially more through the use of zoning incentives;
- Increased pedestrian activity;
- Buildings with multiple uses, such as ground floor retail with office or residential above
- Buildings pulled close to the sidewalk with doors and windows adjacent to the sidewalk;
- Reduced parking requirements with parking located behind buildings or in structures
- More diverse activities on the sidewalk, such as outdoor dining, seating, etc

These recommendations are compatible with the proposed amendments, along with staff’s recommendations. The proposal offers high-density mixed-use development. Staff’s recommendations aim to ensure that other priorities like placemaking and high-quality urban design are also included in the development and can be regulated via the implementation of design standards.

The applicants are requesting an exemption from the City’s General Plans for future development within the project boundaries.

Consideration 2: Term Sheet & Development Agreement

The applicant attended a Planning Commission briefing on October 9, 2024, where the proposed JRF zoning ordinance was discussed. Planning staff informed the Commission that this zoning would include a Term Sheet and a Development Agreement. While the Development Agreement will be negotiated with the City Council, staff have reviewed the draft Term Sheet and provided comments to the applicant.

Key review comments include:

- Ensuring a percentage of open space within the development site.
- Maintaining certain provisions of the Riparian Corridor Overlay along the Jordan River.
- Allocating a percentage of housing units for workforce/affordable housing or contributing a comparable monetary amount to the city’s community land use fund, which supports displaced residents nearby.
- Ensuring that the existing city easement along the Jordan River has an agreed upon replacement before the easement is vacated.
- Providing a high-quality pedestrian experience around the TRAX Stations and enhance the circulation network connecting to any future stadium.

Planning staff highlighted three main priorities, which were supported by the Commission:

1. A minimum percentage of open space should be established in the JRF District zoning ordinance or the Term Sheet.
2. Public Utilities does not support exemptions from the Riparian Corridor Overlay.

3. Design standards should apply to all public roads and the Jordan River frontage, not just Redwood Road and North Temple.

The Commission expressed support for finding a compromise between city priorities and the applicant's proposal. This may involve the applicant collaborating with Public Utilities on riparian overlay standards that fulfill both city and Federal obligations, while allowing for distinctive development patterns in the district. Additionally, consideration may be given to narrowing down the applicability of design standards to arterials within the district rather than every public street frontage, since the internal street layout has not been finalized.

Consideration 3: State Code

Per House Bill 562 titled the Utah Fairpark Area Investment and Restoration District, the city and qualified property owner must reach an agreement on the proposed zoning and associated terms by December 31, 2024. If an agreement is not reached, the district will not be subject to any of the City's zoning or overlays. City staff and the applicant have been working together since the applicant formally submitted the proposed zoning text and Term Sheet on August 14, 2024. If necessary, negotiations will continue up until the City Council is required to make a decision in early December.

STAFF RECOMMENDATION

Based on the information and findings in this report, staff recommends that the Planning Commission forward a positive recommendation to the City Council for the proposed Zoning Map and Text Amendment, with the conditions listed in the staff report.

NEXT STEPS

The Planning Commission can provide a positive or negative recommendation for the proposal and, as part of a recommendation, can add conditions or request that changes be made to the proposal. The recommendation and any requested conditions and changes will be sent to the City Council, which will hold a briefing and additional public hearing on the proposed zoning amendment. The City Council may modify the proposal and approve or deny the proposal.

Per State Code, the City is obligated to enter into an agreement with the applicant by **December 31, 2024**, or the applicant will not be bound by any City zoning or land use regulations.

ATTACHMENT A: Vicinity Map



JRF Zoning District



U-FAIR District Boundary

ATTACHMENT B: Proposed JRF Zoning District Ordinance

21A.32.140: JRF DISTRICT – Jordan River Fairpark District

Subsection	Standards
A	PURPOSE STATEMENT
B	APPLICABILITY
C	MINIMUM LOT AREA, WIDTH AND YARD STANDARDS
D	MAXIMUM BUILDING HEIGHT
E	USES
F	DESIGN STANDARDS
G	SIGN REGULATIONS

A. PURPOSE STATEMENT:

The purpose of the Jordan River Fairpark District is to provide a zoning district to facilitate the revitalization of the Jordan River Corridor west of downtown Salt Lake City and implement the State of Utah’s “Utah Fairpark Area Investment and Restoration District”. The zone provides for a mix of uses, including recreation, cultural, convention, entertainment, office, sport stadia, residential, and commercial uses. This zone is only applicable to private and city owned land located within the in the “Utah Fairpark Area Investment and Restoration District” boundary, which is generally located between 1000 West and Redwood Road and 300 North and I-80, as specified on the city’s zoning map. The JRF District is intended to provide an area within the city that will generate economic development and increase employment opportunities in the city, region, and state of Utah.

As this is a unique area, the applicable regulations for this JRF District are found in this chapter.

B. APPLICABILITY

1. General Plan

Within the JRF District, no General Plan or Master Plan, as described in 21A.02.040, shall be used in evaluating or approving any site plan, plat, or other land use applications.

2. State of Utah Land

The regulations of this chapter are not applicable to land owned by the State of Utah.

3. Other Districts. No overlay or other district shall apply in the JRF District provided that the Riparian Corridor Overlay set forth in Chapter 21A.34 shall apply to the extent allowed in a separate development agreement with the “qualified owner” as that term is defined in Utah Code Section 11-70-101.

4. Fencing of Recreation Facilities, including Stadia. For fences or walls constructed around stadia, fairgrounds, parks, open space, or other outdoor

recreation areas and their ancillary uses, the maximum height fence shall be ten (10) feet in height and may be located in any required yard, provided that the fence or wall is no less than eighty percent (80%) transparent above a height of six (6) feet. Fences or walls may exceed ten (10) feet in height if necessary to protect public safety, such as, for driving ranges, baseball fields, athletic fields; or similar facilities. Fences may not prohibit access to water meters.

C. MINIMUM LOT AREA, WIDTH AND YARD STANDARDS:

There are no minimum lot areas or lot widths required in the JRF District.

The following provisions are applicable to the yard, lot and bulk standards of the JRF District.

1. Front and Corner Side Yards: No minimum front and corner side yards are required. Regardless of the setback provided, doors shall be setback a minimum distance to allow the door to operate without swinging into a right of way, midblock walkway, or public or private road.
2. Interior Side Yards: No minimum side yard is required.
3. Rear Yard: No minimum rear yard is required.
4. Open Space: The qualified owner shall create and enforce an open space plan for contiguous land within the JRF District that shall require at least ten percent of gross development area within the contiguous area used for passive or active open space, including use as a pedestrian circulation area.
5. Infrastructure Integration: Sites shall be designed to incorporate water meters, utilities, and stormwater infrastructure.
6. Waterway Setback. Except to the extent otherwise specified by the development agreement required by Utah Code Section 11-70-206(3)(b), setbacks from the Jordan River in subsections 21A.32.140(C)(5) apply within the JRF District.

D. BUILDING HEIGHT:

1. Building height shall be measured from finished grade.
2. Maximum building height: two-hundred feet (200').
3. Buildings taller than two-hundred feet (200') and up to four-hundred (400') feet are permitted but only as authorized through the design review process, subject to the requirements of Chapter 21A.59 of this title and the following regulations.
 - a. The building shall include a minimum stepback of five feet (5') or other architectural feature that can deflect snow and ice from falling directly onto a sidewalk, midblock walkway, or other public space. The stepback may be located above the first floor and below one hundred twenty feet (120') in height above the sidewalk or public space Buildings with less than fifty percent (50%) of the total façade surface cladded in glass are exempt from this requirement;
 - b. The building development shall include at least one of the following options:

- i. A midblock walkway that connects to an existing or planned street or midblock walkway;
 - ii. The building is utilizing affordable housing incentives identified in Chapter 21A.52 of this title;
 - iii. A privately owned, publicly accessible open space on the property, or on another property within the geographic boundaries of the Jordan River Fairpark District, creating or adding to a pedestrian thoroughfare, and including trees sufficient to provide a shade canopy that covers 60% of the open space area. Existing public open space areas within the Jordan River Fairpark District are not eligible for purposes of this subsection.
- c. No building over 200' is permitted unless the developer consults with the FAA regarding compliance with 14 CFR Part 77.9.
- d. All buildings over 200' shall avoid:
- i. creating electrical interference with navigational signals for radio communication between the airport and aircraft;
 - ii. making it difficult for aircraft pilots to distinguish airport lights from other lights or result in glare in the eyes of aircraft pilots using the airport;
 - iii. impairing aircraft pilot visibility in the vicinity of the airport; or
 - iv. creating a hazard or endanger the landing, takeoff or maneuvering of aircraft intending to use the airport.

E. USES:

Uses in the JRF District are specified below as permitted and conditional uses with such standards as specified in this subsection.

	Permitted and Conditional Uses by District
Use	JRF
Accessory use, except those that are specifically regulated elsewhere in this title	P
Adaptive reuse for additional uses in eligible buildings	
Affordable housing incentives development	P
Alcohol:	
Bar establishment	P ²
Brewery	P ²
Small Brewery	P ²
Brewpub	P ²
Distillery	P ²
Tavern	P ²
Winery	P ²
Ambulance Service	P

Amphitheater, formal	P
Amphitheater, informal	P
Animal:	
Cremation service	
Kennel	P
Veterinary office	P
Antenna, Communication Tower	P
Antenna, Communication Tower exceeding the maximum height in the zoning district	C
Art gallery	P
Artisan food production	P
Artisan Production	P
Artists' Loft/Studio	P
Auditorium	P
Bakery, commercial	
Bed and breakfast	P
Bio-medical facility	P
Blacksmith shop	C
Blood donation center	P
Botanical Garden	P
Bus line station/terminal	
Charity Dining Hall	
Check cashing/payday loan business	
Clinic (medical, dental)	P
Commercial food preparation	P
Community correctional facility, small	C
Community garden	P
Convent/Monastery	
Crematorium	
Daycare center, adult	P
Daycare center, child	P
Dwelling:	
Assisted living facility (large)	P
Assisted living facility (limited capacity)	P
Assisted living facility (small)	P
Accessory unit (ADU)	P
Congregate care facility (large)	P

Congregate care facility (small)	P
Group home (large)	C
Group home (small)	P
Living quarter for caretaker or security guard	P
Multi-family	P
Residential support (large)	C
Residential support (small)	P
Rooming (boarding) house	P
Shared housing	P
Single-family attached	P
Single-family (detached)	P
Twin home	P
Two-family	P
Emergency medical service facility	P
Exhibition hall	P
Fairground	P
Farmers' market	P
Farm stand	P
Financial institution	P
Financial institution with drive-through facility	P ⁷
Flea Market	
Funeral home or mortuary	P
Gas station	P ⁶
Golf course	P
Greenhouse	P
Heliport	P
Home occupation	P ^{3,4}
Hospital, including accessory lodging facility	P
Hotel/Motel	P
Intermodal transit passenger hub	
Laboratory, medical related	P
Laundry, commercial	P
Library	P
Light manufacturing	P
Mixed use development	P
Mobile business	P

Municipal service uses, including City utility uses and police and fire stations	P
Museum	P
Nursing care facility	P
Office	P
Open space	P
Park	P
Parking:	
Commercial	P
Off site	P
Park and ride lot	P
Performing arts production facility	P
Pharmacy	P
Pharmacy with drive through use	p ⁷
Place of worship	P
Plaza	P
Radio, television station	P
Railroad passenger station	
Reception center	P
Recreation (indoor/outdoor)	P
Research and development facility	P
Restaurant	P
Restaurant with drive-through facility	P
Retail (goods or services)	P
Retail (goods or services) with drive-through facility	p ⁷
School:	
K-12 Private	P
K-12 Public	P
College or university	P
Music conservatory	P
Professional and vocational	P
Seminary and religious institute	P
Short Term Rental	P
Social service mission	
Solar array	P
Stadium	P
Storage, accessory (outdoor)	P

Store, Pawnshop	
Studio, art	P
Technology facility	P ⁵
Theater, live performance	P
Theater, movie	P
Urban farm	P
Utility, building or structure	P ¹
Vehicle:	
Automotive Rental Agency	P ⁸
Automobile repair (major)	
Automobile repair (minor)	
Automobile sales and service	
Car Wash	C
Warehouse	P (we understand this to be your flex space)
Welding shop	
Wholesale distribution	P
Zoological Park	P

Qualifying provisions:

1. See Subsection 21A.02.050.B of this title for utility regulations.
2. Subject to conformance with the provisions in Section 21A.36.300 "Alcohol Related Establishments", of this title.
3. Allowed only within legal conforming single-family, duplex, and multi-family dwellings and subject to Section 21A.36.130 of this title.
4. Allowed only within legal conforming single-family, duplex, and multi-family dwellings and subject to Section 21A.36.030 of this title.
5. Prohibited within 1/2 mile of a residential use if the facility produces hazardous or radioactive waste as defined by the Utah Department of Environmental Quality administrative rules.
6. Use allowed on state collector and arterial streets and not permitted within 1,000' of a perennial stream.
7. Must be attached to a building containing other commercial or residential uses.
8. Must have covered and/or offsite parking for any vehicles offered for rent.

F. DESIGN STANDARDS

The provisions of this subsection identifies each design standard applicable to the JRF District. If a box is checked (X), that standard is required. The specific dimension or detail of a design standard is indicated within the box.

1) Internal Buildings and Street Frontage

Standard	JRF DISTRICT
Screening of mechanical equipment (21A.37.050.J)	X
Street trees (21A.48.060.B)	X
Soil volume (21A.48.060.B)	X

2) Frontage along Redwood Road and North Temple: The following design standards are only applicable to development within the JRF District on the side of the building fronting the public roadways of Redwood Road and North Temple.

Standard (Code Section)	JRF (Redwood Rd. and North Temple frontage)
Ground floor use (%) (21A.37.050.A)	60
Building materials: ground floor (%) (21A.37.050.B.3)	75
Building materials: upper floors (%) (21A.37.050.B.4)	50
Glass: ground floor (%) (21A.37.050.C.1)	60
Glass: Upper Floor Glass: (%) (21A.37.050.C.2.)	50
Building Entrances (feet): (21A.37.050.D.)	75
Blank wall: maximum length (feet) along North Temple or Redwood Rd. (21A.37.050.E)	25
Screening of mechanical equipment (21A.37.050.J)	X
Screening of service areas (21A.37.050.K)	X

G. SIGN REGULATIONS

1. Incorporation of D1 and D4 Sign Provisions. Within the JRF District, the sign regulations found in section 21A.46.110.A.3.a of this title apply.
2. Stadium Area Sign Regulations. Entertainment, sports and similar signs allowed in section 21A.46.110.A.3.b shall be allowed within an area in the JRF District that is 1,000 linear feet from the property boundary of a parcel containing a stadium or event center use.
3. District Signs. In addition to the signs allowed by Subsection G(1) and (2) above, the JRF District may include private directional signs and wayfinding signs to integrate the development within the JRF District with other areas owned by the state and adjoining or near the JRF District.
4. Sign Master Plan. Sign regulations shall not regulate interior signs that are not visible to or from a public street or public way provided that such

internal signs shall be consistent with a sign master plan maintained by the qualified owner.

5. Within the JRF District, a development quadrant, which is an area bounded by a public or private alley, trail, pathway, linear park or street on all sides, shall be used interchangeably with "city block" as that term is used in section 21A.46.110.A.3.a.
6. One public assembly facility sign, as that term is defined and restricted in Utah Code Section 72-7-504.5 may be allowed within the JRF District.

ATTACHMENT C: Draft Term Sheet

TERM SHEET

September 5, 2024

LHM DEV PWD, LLC, a Utah limited liability company (“LHM”) is the owner of all privately-owned property (the “Property”) located within the boundaries of the Utah Fairpark Area Investment and Restoration District, created under Title 11, Chapter 70 of the Utah Code. Pursuant to Utah Code § 11-70-2(3)(b)(i), the Property is subject to Salt Lake City’s (“City”) land use authority if LHM and the City enter into a development agreement no later than December 31, 2024. Otherwise, the Property will be subject to the land use authority of the Utah Fairpark Area Investment and Restoration District.

LHM intends to develop the Property into a large, mixed-use development that may include, office, retail, civic and residential development along with a stadium for an MLB team. LHM and the City desire to enter into a development agreement governing the Property’s development as contemplated by Utah Code § 11-70-2(3)(b)(i).

Agreement:	Master Development Agreement (“MDA”)
Parties:	The parties to the MDA will be LHM DEV PWD,, LLC, a Utah limited liability company and Salt Lake City, a municipal corporation.
Property:	All land privately owned or controlled by LHM and located within the Utah Fairpark Area Investment and Restoration District, as depicted on <u>Exhibit A</u> .
Zoning:	As a condition precedent to the effectiveness of the MDA, the City shall rezone the Property to the new Jordan River Fairpark Zoning District (“JRF District”).
Term:	The initial term of the MDA will be fifty years or terminated at the complete buildout of the project, whichever occurs first.
Vesting:	As of the effective date of the MDA, the Property shall be vested under the JRF District, including all the uses identified therein. The City’s future laws shall generally not apply to the Property except for those consented to by LHM, state and federal laws, building code updates, uniformly imposed taxes, and impact fee amounts.
Development of Property:	LHM may develop the Property consistent with the MDA and the JRF District, and LHM shall have the full power and exclusive control over the Property. Nothing in the MDA obligates LHM to develop the Property or develop the Property in a particular order or phase. LHM may develop the Property for all uses allowed in the JRF District.

Jordan River Access: The City is the grantee of that certain Public Recreation Easement Agreement, recorded July 17, 2015, as Entry No. 12094108 with the Salt Lake City Recorder that provides public a trail and access for recreational uses. This easement will be terminated in the MDA and the parties will enter into a memorandum of understanding for replacement access in connection with the MDA.

Design Requirements: The City shall not impose or enforce any design requirements on buildings, improvements, and structures located within the Property except as described in the JRF District.

Open Space: Developer intends to build an open space network as depicted in the conceptual Master Plan, which may be revised or relocated through subdivision plats. Except as set forth in the JRF District, the City shall not require Developer to dedicate open space as a condition of development application approval.

Roads: LHM shall install roadways consistent with a roadway master plan and cross-sections of roadways depicted in the roadway master plan to be attached to the MDA. Current conceptual roadway plans are attached hereto as Exhibit B. The City shall not require LHM to oversize any roadways without providing mutually acceptable reimbursement agreement(s) for any system improvements to the roadways as defined by the impact fees act. The Project may include private roads that will be specified on subdivision plats.

Culinary and Sewer Improvements: LHM shall install the requisite service and water distribution lines and similar improvements within the Property necessary for the City to provide culinary water and sewer service to a particular phase of development. The City shall not require LHM to install offsite improvements or install infrastructure that provides capacity outside of the Property without providing mutually acceptable reimbursement agreement(s) for any system improvements, as defined by the impact fees act.

Stormwater Improvements: The City shall account for impervious surface already in existence on private lands as particularly detailed in the the Hydrology and Hydraulics Memo, dated July 29, 2024, prepared by CRS Engineers. LHM shall install stormwater improvements consistent with a stormwater improvement

plan. The City shall not require LHM to install any stormwater improvements to store or transmit any offsite stormwater without providing mutually acceptable reimbursement agreement(s) for any system improvements, as defined by the impact fees act.

Improvement Connections:

The City shall allow LHM to connect the roadways, culinary, sewer, and stormwater improvements to the City's existing infrastructure in the areas identified on the applicable utility plans, which will be attached to the MDA.

Installation of Improvements:

LHM may utilize public infrastructure districts, or similar districts, to construct the roads, water, sewer, and stormwater improvements contemplated by the MDA. LHM shall construct all improvements in compliance with the City's laws in effect on the MDA's effective date.

Development Applications:

Pursuant to Utah Code § 11-70-206(3)(b)(ii)(A), the City shall provide an expedited process for the review and approval of development applications. All development applications for subdivisions or site plan approval shall be approved by the City's staff. The City shall process all subdivision applications (even non-residential applications) consistent with the timing requirements described in Utah Code §§ 10-9a-604.1 and 10-9a-604.2. The City shall expedite the approval of all site plan application and take action thereon within 10 business days of receiving a complete application, and within 5 business days of receiving revisions thereto after an initial determination is made at no additional fee. LHM may request that the City outsource the review of any development application. LHM will pay the actual hourly review cost incurred by the City for such outsourced services.

Conditional Uses:

The City shall promptly process conditional use permits in accordance with State law and the City's laws in effect on the MDA's effective date. No conditional use permit application shall be subject to more than one public hearing without the express written consent of LHM.

Disputes:

If a dispute arises with respect to any development applications, LHM and the City shall meet and confer on the issue within 15 days a denial. LHM and the City can also mutually agree to mediate the issue.

Annexations:

If LHM, or its affiliated entities, acquires property that is located within or annexed into the UFAIR District, then

LHM may annex said acquired property into the MDA and have the JRF District applied to such annexed land.

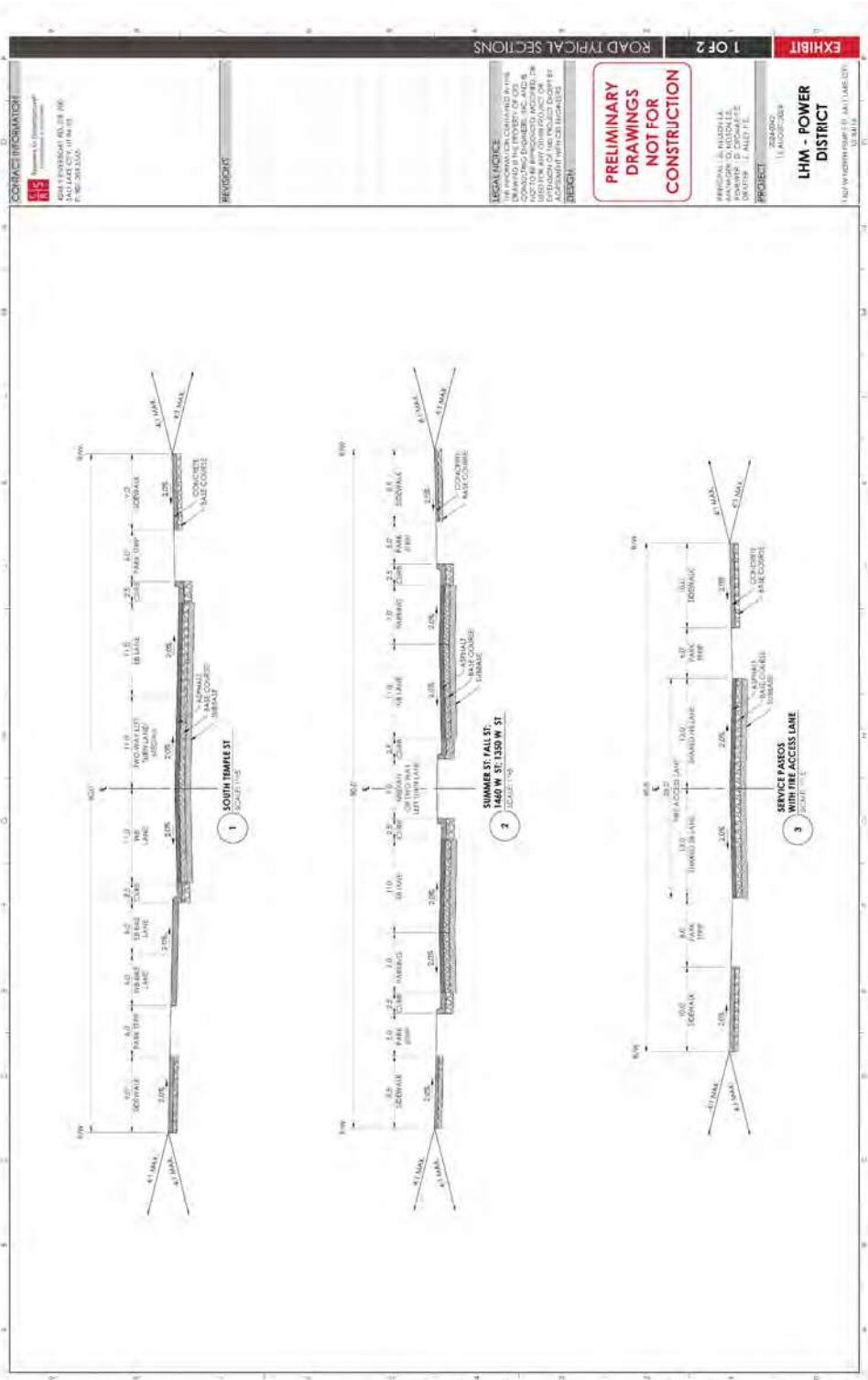
Assignment and Transfer:

LHM may assign, transfer, or convey the entire Property or portions thereof to a subsequent owner and may transfer any of the rights and obligations under the MDA in connection with such transfer. If such transfer occurs and LHM intends to convey its rights under the MDA with such transfer, then LHM shall execute and deliver a transfer acknowledgment to the City. LHM may reserve any right to receive reimbursement under the MDA, or separate reimbursement agreement(s) from the City regardless of whether LHM transfers its remaining rights under the MDA.

EXHIBIT A
Depiction of the Property



EXHIBIT B Conceptual Roadways



CONTACT INFORMATION
 315
 4000 PERRYWAY, SUITE 200
 JOLIET, ILLINOIS 61781
 TEL: 815.724.1200

PERIODS

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DESIGN

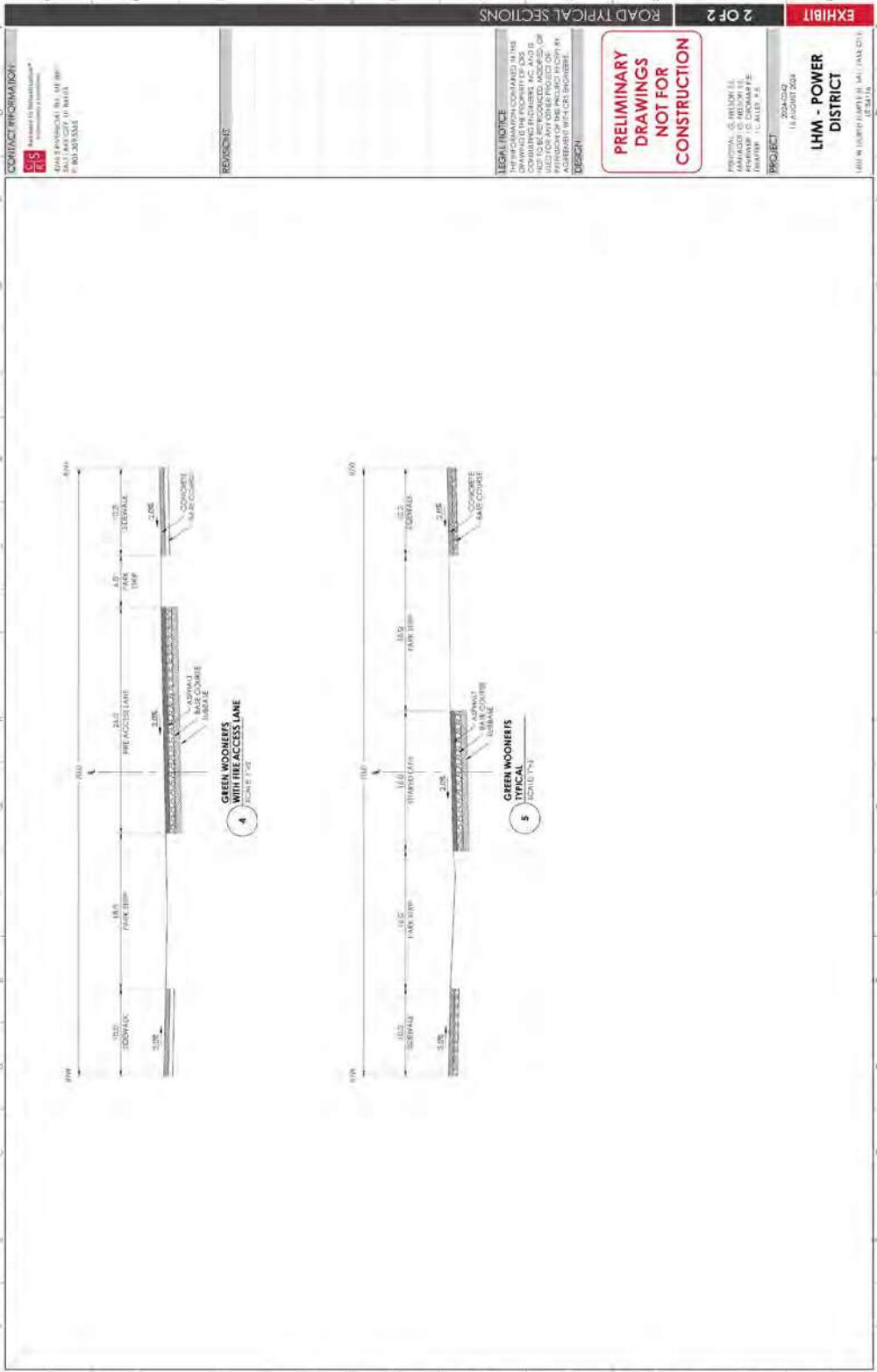
PRELIMINARY DRAWINGS NOT FOR CONSTRUCTION

PROJECT
 2224002
 11 AUGUST 2024

LHM - POWER DISTRICT

1101 W. GIBSON ROAD, SUITE 100, JOLIET, ILLINOIS 61781

ROAD TYPICAL SECTIONS
 1 OF 2



CONTRACT INFORMATION:

315 Contract 315
 475 TORBURN RD, WILSON
 SAU 1144 CITY OF MELB
 P: 801 2075334

REVISIONS

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DESIGN
 PROJECT: 3094202
 11 AUGUST 2024

PRELIMINARY DRAWINGS NOT FOR CONSTRUCTION

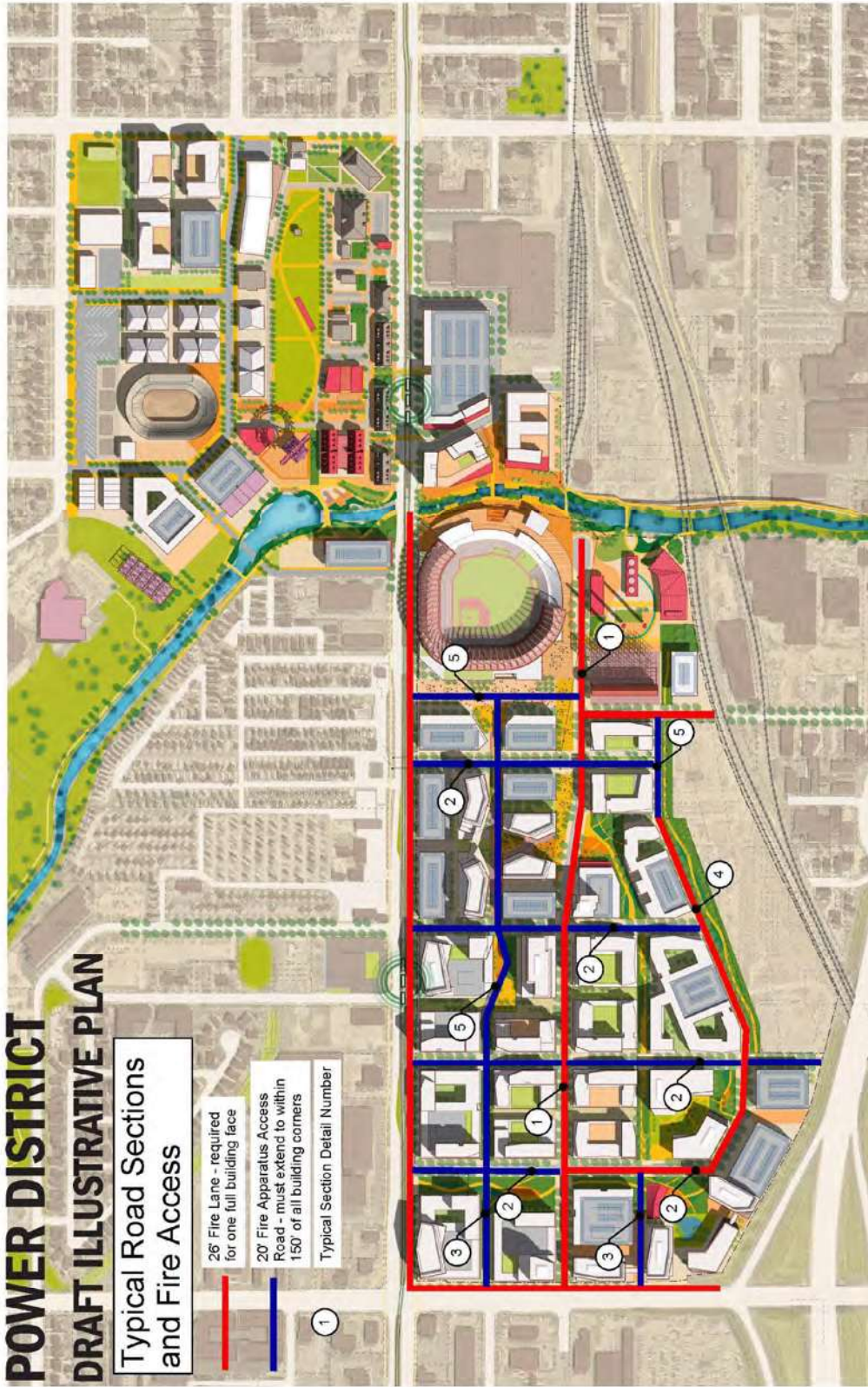
PROJECT: 3094202
 11 AUGUST 2024

LHM - POWER DISTRICT
 1401 WILSON RD, WILSON SAU 1144 CITY OF MELB

POWER DISTRICT DRAFT ILLUSTRATIVE PLAN

Typical Road Sections and Fire Access

- 26' Fire Lane - required for one full building face
- 20' Fire Apparatus Access Road - must extend to within 150' of all building corners
- ① Typical Section Detail Number



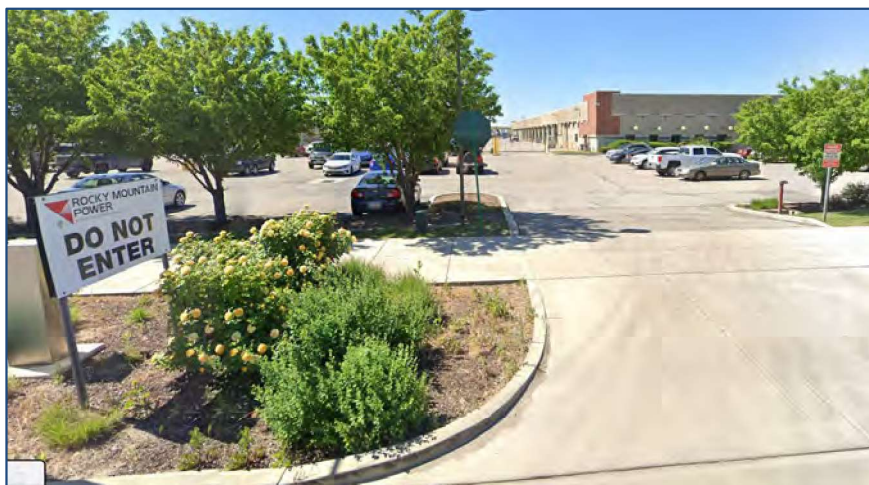
ATTACHMENT D: Property & Vicinity Photos



View of subject property from North Temple and approx. 1350 W



Existing Rocky Mountain Power offices on subject property



Existing Rocky Mountain Power offices along North Temple



Subject property at the intersection of North Temple and Redwood Road



Subject property along Redwood Road and offramp from I-80



Subject property along North Temple and Redwood Road



Subject property at Redwood Road and South Temple (private road)



Subject property along Redwood Road (vacant hotel)



Jordan River trailhead off of North Temple – Location of the City easement

ATTACHMENT E: Text & Map Amendment Standards

21A.50.050: A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard. In making a decision to amend the zoning map, the City Council should consider the following:

ZONING MAP AMENDMENT STANDARDS

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

Plan Salt Lake

The proposed map and text amendments generally meet the goals of Plan Salt Lake, particular under the initiatives of “Growth” and “Arts and Culture”. The proposed amendments create a transit-oriented development that utilizes light rail access to create a major culture hub at the stadium and will add housing and employment opportunities near the heart of the city.

North Temple Boulevard Plan

The amendments generally meet the NTBP, as it activates the Fairpark and Power Stations along the Green Line of the TRAX. Adding destinations, employment centers, and housing are all important aspect of Transit-Oriented Development and sustainable growth.

Please see [Consideration 1](#) for additional analysis on how the proposal implements adopted City plans. As proposed, development within the JRF District would not be subject for review against adopted city plans.

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

21A.02.030 Purpose and Intent

The purpose of the intent of the zoning ordinance is “to promote the health, safety, morals, convenience, order, prosperity and welfare of the present and future inhabitants of Salt Lake City, to implement the adopted plans of the City, and to carry out the purposes of the Municipal Land Use Development and Management Act, title 10, chapter 9, of the Utah Code Annotated or its successor, and other relevant statutes.” In addition, it is intended to:

- A. Lessen congestion in the streets or roads;
- B. Secure safety from fire and other dangers;

- C. Provide adequate light and air;
- D. Classify land uses and distribute land development and utilization;
- E. Protect the tax base;
- F. Secure economy in governmental expenditures;
- G. Foster the City's industrial, business and residential development; and
- H. Protect the environment.

Amendments, Purpose Statement

The purpose of this chapter is to provide standards and procedures for making amendments to the text of this title and to the zoning map. This amendment process is not intended to relieve particular hardships nor to confer special privileges or rights upon any person, but only to make adjustments necessary in light of changed conditions or changes in public policy.

The applicant’s request generally furthers the purpose of the zoning ordinance. While many of the applicant’s amendments are straightforward requests to add uses, development standards, and allowances that other zoning districts allow, staff does not support some of the “special privileges” that they are seeking, namely to be exempt from the Overlays, General Plans, and other chapters of the zoning code that every other land owner in the City is subject to. The proposal is in line with the adopted plans of the area, and staff anticipates future development will be too.

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

The proposed JRF District lies within the Airport Flight Path Protection Overlay (AFPP) and Riparian Corridor Overlay (RCO) district. The applicant is proposing exemptions from both overlay districts, but has agreed to working with Public Utilities on a Development Agreement to regulation development within the RCO.

Airport Flight Path Protection Overlay

Purpose Statement: It is determined that a hazard to the operation of the airport endangers the lives and property of users of the Salt Lake City International Airport, and the health, safety and welfare of property or occupants of land in its vicinity. If the hazard is an obstruction or incompatible use, such hazard effectively reduces the size of the area available for landing, takeoff and maneuvering of aircraft, thus tending to destroy or impair the utility of the Salt Lake City International Airport and the public investment. Accordingly, it is declared:

- 1. That the creation or establishment of an airport hazard is a public nuisance and an injury to the region served by the Salt Lake City International Airport;*
- 2. That it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of airport hazards be prevented; and*
- 3. That the prevention of these hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.*

The applicant is requesting to be exempt from this Overlay. As discussed in the report, the staff recommends that the applicant follow any mitigation measures recommended by the Airspace Impact Study instead. The study, in partnership with the FAA , may mandate development to mitigate any impacts that buildings may cause to the airport. This may involve limiting heights, particularly on the west side of the project area closest to the airport and designing buildings to reduce obstructions of aircrafts and the residents inside the buildings.

Staff is less concerned about exemption from the Airport Flight Path Overlay as the FAA will ultimately regulate the height of any structures within their airspace. Staff is comfortable referring back to FAA regulations for development. The applicant will be required to follow the recommendations from the study and go through the Federal Aviation Administration’s process for all of their proposed buildings.

Riparian Corridor Overlay District

Purpose Statement: The purpose of the RCO riparian corridor overlay district is to minimize erosion and stabilize stream banks, improve water quality, preserve fish and wildlife habitat, moderate stream temperatures, reduce potential for flood damage, as well as preserve the natural aesthetic value of streams and wetland areas of the city. This overlay district is intended to provide protection for the following aboveground streams, stream corridors and associated wetlands east of the Interstate 215 Highway: City Creek, Red Butte Creek, Emigration Creek, Parleys Creek, and Jordan River. Where these streams flow through areas already developed on the effective date of this section (January 15, 2008), the RCO is intended to achieve a reasonable balance between the dual nature of these areas: natural streams and developed land uses.

Unless otherwise agreed to by Public Utilities, exemption from the Riparian Corridor Overlay is not supported. The purpose, as stated above, aims to protect the water quality, ecological habitat, and aesthetic value of the Jordan River. Staff encourages the applicant to continue discussions with Public Utilities on how best to address development along the Jordan River while maintaining the stated objectives of the overlay district.

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

The proposed text amendment establishes minimal development standards. However, staff fully supports the stated objectives of the JRF District, which include creating open space networks, revitalizing the Jordan River, and facilitating the areas redevelopment. As noted, Planning staff advocate for enhanced design standards along public streets and the Jordan River frontage. While the applicant envisions a walkable, mixed-use community centered around the stadium and acknowledges that many design elements are still being finalized, staff seeks assurances that future developments will adhere to specific regulations, particularly regarding open space and the integration of new projects with the public realm.

5. The impact that the proposed text amendment may have on city resources necessary to carry out the provisions and processes required by this title.

Per the Staff's recommendations, future development in this area will require upgrades to the public utility system in coordination with the Public Utilities, Engineering and Transportation Departments. In the areas where the applicant has proposed private streets, public utilities cannot be installed. Utah Code also requires the city and the Jordan River Fairpark Board to enter into a reimbursement agreement to reimburse the city for the cost of providing city services within the district. Called the "Services Agreement" this is separate from the agreement related to the development of this site.

6. The impact that the proposed text amendment may have on other properties that would be subject to the proposal and properties adjacent to subject properties.

These amendments would cause a large increase in development in this area, many properties of which are currently underutilized. This may affect surrounding properties by increasing traffic, noise, construction, etc, to the surrounding area.

Staff does not expect properties outside of this direct area to be zoned "Jordan River Fairpark District" except perhaps those immediately adjacent to the development in coming years. This zone will be distinct and unique to this boundary, with limited exceptions. However, the Term Sheet does include a clause that any land that is purchased by this property owner within the U-FAIR District Boundary be automatically rezoned to the Jordan River Fairpark District. The city does not support this aspect of the Term Sheet and will recommend that this provision be removed.

In addition, the State of Utah owns dozens of acres of land within the U-FAIR boundaries. State lands are not subject to the city's zoning regulations.

7. The community benefits that would result from the proposed text amendment, as identified in [21A.50.050.C](#).

In their narrative, the applicant states that "the property's redevelopment will benefit Salt Lake City by increasing housing, public open space, and support for local businesses. It will also improve the usability of the Jordan River corridor and expand public infrastructure within Salt Lake City's west side."

As stated throughout the staff report, their proposal would include 10% open space, but it does not propose a quantifiable number of housing units or dedicated space for local businesses. Additionally, while promising to increase the "useability" of the Jordan River, the applicant is requesting some exemptions from the Riparian Corridor Overlay regulations, which aims to protect the river from damage and pollution caused from development. The exceptions have not been determined, but will be in an Development Agreement approved by Public Utilities.

By including staff's recommendations as stated in this report, staff believes that the proposal can meet the Community Benefit Ordinance by providing more specificity to the open space and housing proposal and keeping protections for the Jordan River in place.

ZONING TEXT AMENDMENT STANDARDS

21A.50.050: A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard. In making a decision to amend the zoning map, the City Council should consider the following:

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

See discussion under #1 above.

- 2. Whether a proposed text amendment furthers the applicable purpose statements of the zoning ordinance.**

See discussion under #2 above.

- 3. The extent to which a proposed map amendment will affect adjacent and nearby properties due to the change in development potential and allowed uses that do not currently apply to the property;**

This map amendment will greatly affect surrounding properties by spurring a large influx of development to the area, including new residents and businesses. The allowed uses are similar to that of the TSA Zone – the majority of which the district is zoned currently. The new district will expand the type of housing available (adding single-family and lower density housing as well as multi-family) and expand the uses in the arts and entertainment sector, like allowing brewpubs, distilleries, and stadiums as Permitted uses. The sections of this district that are currently Manufacturing will receive the greatest increase of allowances to their property.

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

See discussion under #3 above.

- 5. The potential impacts on the city to provide safe drinking water, storm water, and sewer to the property and other properties based on the additional development potential of future development including any impact that may result in exceeding existing or planned capacities that may be located further away from the subject property.**

The applicant will be required to follow all Federal requirements for water, sewer, and stormwater, and will not be exempt from Public Utilities Master Plans and standards. Upgrades to any public utilities will be negotiated within the Development Agreement and Services Agreement.

6. The status of existing transportation facilities, any planned changes to the transportation facilities, and the impact that the proposed amendment may have on the city's ability, need, and timing of future transportation improvements.

The applicant intends to build a grid of private roads throughout the development. If the applicant is to dedicate public roads, the applicant is required to develop in consultation with the Transportation roadway master plan and comply with all applicable laws/standards regarding road dedication plats, roadway typologies, roadway improvement standards (sidewalk, curb, gutter), and fire access. No private roads that do not meet Salt Lake City construction standards can be dedicated to the City.

7. The proximity of necessary amenities such as parks, open space, schools, fresh food, entertainment, cultural facilities, and the ability of current and future residents to access these amenities without having to rely on a personal vehicle.

The proposed district is along the TRAX Green Line, including the Fairpark Station and Power District station, which allows future residents and visitors to access this area by light rail. The Jordan River Parkway Trail is also along the proposed boundaries, which provides pedestrian and bicycle transit access through the district along the river.

Staff recommend that the applicant be bound by the City's construction standards and ordinances so that it can be assured that the street connectivity is adequate for bikes, pedestrians, and cars as development builds out.

8. The potential impacts to public safety resources created by the increase in development potential that may result from the proposed amendment.

Additional police and public safety services will be necessary for any future stadium hosting large regional events, including the possibility of an additional fire station in this area. Details and coordination with the City should be established within the Development Agreement or in the Services Agreement.

9. The potential for displacement of people who reside in any housing that is within the boundary of the proposed amendment and the plan offered by the petitioner to mitigate displacement.

There is no existing housing within the proposed district area. Therefore, there is no risk of displacement of residents within the boundaries. The applicant's proposal is anticipated to increase the number of housing units in the area.

10. The potential for displacement of any business that is located within the boundary of the proposed amendment and the plan offered by the petitioner to mitigate displacement.

The majority of the proposed district belongs to Rocky Mountain Power or its predecessor. Many other small parcels have vacant or underdeveloped properties. Rocky Mountain Power intends to expand its business operations within this district, therefore no mitigation would be necessary. Some manufacturing or industrial aspects of this area may become displaced. The purpose of the

district is to encourage redevelopment and create new businesses and employment centers for the city.

11. The community benefits that would result from the proposed map amendment, as identified in Section 21A.50.050.C.

See discussion under #7 above.

ATTACHMENT F: Public Process & Comments

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project since the applications were submitted:

- September 3, 2024 – The Fairpark, Poplar Grove and Jordan Meadows Community Councils were sent the 45 day required notice for recognized community organizations. The 45-day public comment period ended October 21, 2024.
- September 1, 2024 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- September 3, 2024 - Signs were posted to the property every 500' along public street frontages.
- September – October 2024 – The project was posted to the Online Open House webpage.
- October 9, 2024 – Staff held a work session with the Planning Commission where the applicant presented their proposal and received recommendations from the Commission.
- October 14, 2024 – The applicant presented at the Fairpark Community Council.

Notice of the public hearing for the proposal included:

- October 11, 2024
 - Public hearing notice sign posted on the property by the applicant
- October 12, 2024
 - Public hearing notice mailed
 - Public notice posted on City and State websites and Planning Division list serve

Public Input:

The Poplar Grove Community Council provided a letter in support of the JRF District. Staff received emails from one resident requesting additional information on the proposal, but they did not state whether they were in support or opposition.



October 10, 2024

Amanda Roman, Urban Designer
Cassie Younger, Senior Planner

RE: **Petition Number:** PLNPCM2024-00982

Dear Amanda and Cassie,

The Poplar Grove Community Council enthusiastically supports the proposed Jordan River Fairpark District (Power District) at approximately 1550 West North Temple.

The project area is in the Northern boundaries of the Poplar Grove Community Council (our neighborhood stretches from the south side of North Temple south to the 9-Line trail, and between 5600 West and the I-15 highway).

The adoption and application of the JRF District will provide a multitude of benefits to the surrounding neighborhood, Salt Lake City, as well as the State of Utah. The Property's redevelopment will benefit Salt Lake City by increasing housing, public open space, and support for local businesses. It will also improve the usability of the Jordan River corridor and expand public infrastructure within Salt Lake City's west side. The envisioned redevelopment of the JRF District, including a Major League Baseball stadium, commercial, residential, and office spaces, trails, green spaces, public spaces, and entertainment venues are long overdue for the west side of Salt Lake City. The economic development, increase in employment opportunities, and the improved usability of the Jordan River Corridor will greatly benefit the surrounding neighborhoods.

We are excited about the opportunities this project brings to all communities on the west side of the city. As the project progresses, the Poplar Grove Community Council hopes to be invited to participate and collaborate in the ongoing developments to ensure they align with the needs and vision of our community.

On behalf of the Poplar Grove Community Council,

Karen Potts, Treasurer

ATTACHMENT G: Department Review Comments

This proposal was reviewed by the following departments. Review comments and recommendations will continue to be negotiated with the City Council following a vote by the Planning Commission.

Engineering:

Engineering has no comments or objections to the proposed rezone.

Fire:

No issues with the REZONE. Any new construction, modifications or alterations will need to meet minimum requirements of current adopted edition of the International Fire Code.

Given that we do not have a similarly-comparable entertainment district in Salt Lake City currently, we are relying on extrapolation and projected occupancy for the RMP development based on data from the downtown FD response districts including (and adjacent to) the Delta Center. Our response times are anticipated to increase both to the development and to the surrounding neighborhoods given the increased volume sourced from the district. Has there been any consideration to include a fire station within the development? A station southeast of the Redwood Road/North Temple intersection may reduce response times to NFPA industry standards without negatively impacting the existing stations (11, 7, 6) and communities to the north and south of the project.

Airport:

Due to the proximity to the airport, all development in this area should be subject to *14 C.F.R. Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace*. This will allow for a review of structure heights to determine if there are any safety hazards or other obstructions to navigation equipment.

Please note the addition of a section (H) that lists design and other elements that may create interference with aviation.

A. MAXIMUM BUILDING HEIGHT:

1. Building height shall be measured from finished grade.
2. Subject to the provisions of Subsection C.5 below, the maximum building height shall not exceed [four hundred feet (400')]. Buildings taller than two hundred feet (200') and up to [four hundred (400')] must include a stepback as follows:

Each building taller than two-hundred feet (200') shall include a minimum stepback of five feet (5') or other architectural feature that can deflect snow and ice from falling directly onto a sidewalk, midblock walkway, or other public

space(s); and the setback may be located the first floor and below one hundred twenty feet (120') in height above the sidewalk or public space. Exemption: buildings with less than fifty percent (50%) of the total façade surface clad in glass are exempt from this requirement;

3. All development is subject to 14 C.F.R. Part 77 – Safe, Efficient Use, and Preservation of the Navigable Airspace.
4. All proposed development shall submit a Notice of Proposed Construction or Alteration to the FAA by submitting FAA Form 7460-1 or its replacement, which can be found at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>
5. No building permit may be issued until proposed development receives a final determination of “No Objection” from the FAA.

H. USES AND STRUCTURES TO NOT INTERFERE WITH AVIATION:

No use or structure otherwise permitted in the JRF District will be allowed if it is substantially likely to:

- a. Create electrical interference with navigational signal for radio communication between the airport and aircraft;
- b. Make it difficult for aircraft pilots to distinguish airport lights from other lights;
- c. Result in glare in the eyes of aircraft pilots using the airport;
- d. Impair aircraft pilot visibility in the vicinity of the airport; or
- e. Create a hazard or endanger the landing, takeoff or maneuvering of aircraft intending to use the airport.

Police:

From police there are no concerns with the rezoning proposed. This will facilitate better development and use of the area which will hopefully promote a safer environment for all within that area. We will have much more to consider when in the planning and development phases with traffic planning, safety and design features, etc.

Economic Development:

Our preliminary review has not raised any issues for Economic Development.

Public Utilities:

This rezone proposes reduced setbacks and landscape areas for developed properties. Please note that this may limit space/options for green infrastructure, which is required by SLCDPU. Applicant should also consider providing enough space for all required utilities with required clearances.

With increased densification, the applicant must consider the potential increase in construction costs resulting from required offsite utility improvements, potentially downstream of the subject property. Densification may place greater demands on water, sewer, and storm drain systems, which could exceed the capacity of the existing infrastructure. Property owners and developers

will be required to upgrade the offsite public utilities to ensure sufficient capacity for the new development.

For the development of each property and any building permit, applicant must provide fire flow, culinary water, sewer demand, and stormwater demand calculations to SLCDPU for review. The public utility systems will be modeled with these demands. If the demand is not adequately delivered or if one or more reaches of the sewer or storm systems reach capacity as a result of the development, offsite utility improvements will be required at the property owner's expense. Required improvements on the public water, sewer, storm drain, and street lighting system will be determined by the Development Review Engineer and may be downstream of the project. Reimbursement agreements are allowed per SLC Ordinance.

There may be public utilities owned by SLCDPU that run through private properties. These will need researched on a case-by-case basis with SLCDPU Property Management to determine options and requirements for protection in place, relocation, and/or abandonment and vacation of the easement.

Provided drainage study is under review by SLCDPU. Additional comments are anticipated. Additionally, a stormwater master plan or area study may be required.

Any work within the Riparian Corridor Overlay Zone (100 feet from annual high-water line of the Jordan River) will require a Riparian Corridor Permit through SLCDPU (SLC Ordinance 21A.34.130).

Any work on a parcel that has any portion within a FEMA mapped floodplain will require a Floodplain Development Permit through SLCDPU (SLC Ordinance 18.68).

State of Utah Division of Environmental Quality approval will be required for any discharge to the Jordan River and any proposed stream alterations.

Transportation:

Parking requirements for the proposed zone have not been included in the submitted proposal. Though it is not necessary to include parking in the ordinance, the parking ordinance (21A.44) will need to be modified to include the JRF zone in one of the context areas, or parking must otherwise be addressed within the JRF zone specific ordinance.

The footnotes in table 21A.37.060.G are numbered 1-4, but the notes are labeled a-d.

Transportation will require a Traffic Impact Study at a later date. A study is not required for the rezone.

Utah Administrative Rule R930-5, Regulation of At-Grade Railroad Crossings, requires a railroad crossing assessment (diagnostic review) for all residential, commercial, or industrial development within 1000 feet of any railroad crossing. Due to the proximity of the development to multiple railroad crossings a diagnostic review will be required prior to development of the property. Information on the review process can be found at <https://sites.google.com/utah.gov/udot-railroad-diagnostic/home?authuser=0> Please contact me at jena.carver@slc.gov when you are ready to initiate the review process and Transportation will submit the request to UDOT.

Public Services:

I would like to confirm that Public Services, Operations and Engineering, have no pertinent comments on the rezoning proposal from LHM.