



# MEMORANDUM

PLANNING DIVISION  
COMMUNITY & ECONOMIC DEVELOPMENT

**To:** Salt Lake City Planning Commission  
**From:** Daniel Echeverria, Principal Planner  
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**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.

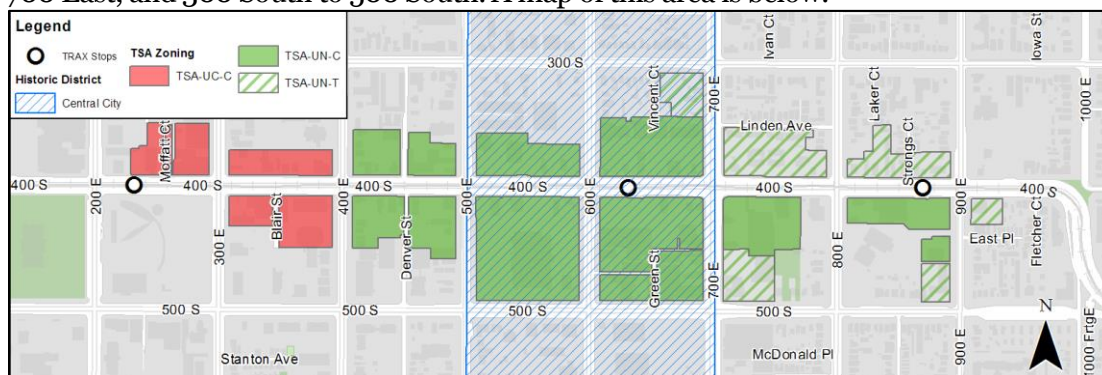
**BACKGROUND/DISCUSSION:** In June of this year, the City Council initiated a petition to review the TSA zoning district regulations and identify changes that would resolve the issues that had been identified with those regulations. The identified issues primarily relate to concerns with building mass, 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	<b>Local Register:</b> New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.	<b>40</b>
	<b>National Register:</b> State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits.	<b>20</b>
	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	<b>20</b>
	Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	<b>5</b>
	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.	<b>50</b>

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 20<sup>th</sup>, 2016 - Latest Update October 6, 2016

This document was updated on August 18<sup>th</sup> 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)

<b>Noticing</b>	
<p>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.</p>	
<b>Current Regulation</b>	<b>Proposed Regulation</b>
<p>No noticing requirement unless the project is required to be reviewed by the Planning Commission.</p>	<p>Administrative (Staff) Approval Eligible Projects:</p> <ul style="list-style-type: none"> <li>Courtesy notice to properties within a certain distance and recognized organizations stating that a new development has been proposed.</li> <li><b>Courtesy notice issued at same time of development score approval.</b></li> <li>The notice is an FYI and identifies where people can learn more. It will also explain the approval process.</li> </ul> <p>Planning Commission Eligible Projects:</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p><b>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.</b></p>
<b>Table of Prohibited Uses</b>	
<p>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.</p>	
<b>Current Regulation</b>	<b>Proposed Regulation</b>

<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><b>8/18 Proposed changes include:</b>  <b>(10/6 revisions in bold)</b></p> <ul style="list-style-type: none"> <li>• Permitting limited auto oriented uses, such as drive-through and minor auto repair uses within the Transition MUEC and SP.</li> <li>• 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.</li> <li>• Making uses such as “Amusement Park” and “Zoo” conditional.</li> <li>• Removing “Tire Distribution Retail/Warehouse.” Retail tire stores would still be allowed under retail.</li> <li>• 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.</li> <li>• 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.</li> <li>• Reducing areas allowed for “Exhibition Halls” and “Convention Centers” and making conditional.</li> <li>• 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.</li> <li>• Changing “Stadiums” to conditional.</li> <li>• Removing <del>“Printing Plant,”</del> “Food Processing,” and <del>“Woodworking Mill”</del> from TSA-UN-T. <del>Small scale food processing may be allowed in other zones in the future, this is being addressed by a small scale food production petition.</del></li> <li>• <b>“Artisan Food Production” added to all TSA zones to allow limited food production use.</b></li> <li>• <b>“Commercial Food Preparation” added to UN/UC-Core, and all MUEC and SP zones.</b></li> <li>• Making “Auditorium” uses <del>conditional</del> <b>not allowed</b> in UN-T and UC-T due to single family proximity <b>and wide spectrum of use allowed under “Auditorium definition.</b></li> </ul>
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	<p><b>Instead allowing Theater, Live Performance as a Conditional Use.</b></p> <ul style="list-style-type: none"> <li>• <b>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.</b></li> <li>• Reducing areas allowed for “Amphitheaters” to SP zone due to potential noise and scale impacts.</li> <li>• Making “Social Service Missions and Charity Dining Halls” conditional in core and transition areas of UN and UC.</li> <li>• <del>Removing “Manufactured Home” from UN/UC Core areas to match Single Family allowed areas.</del></li> <li>• Removing “Grain Elevator” from UN/UC. Permitting “Theater” uses in MUEC-T. Removing “Vehicle Auction” from UN-Core.</li> <li>• Clarifying where wireless facilities are allowed and height allowed.</li> </ul>
<p><b>Setbacks</b></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>	
<p><b>Current Regulation</b></p>	<p><b>Proposed Regulation</b></p>
<p>Current min. setback along 400 South: 15'</p>	<ul style="list-style-type: none"> <li>• Reduce the minimum from <b>15'</b> to a lower number, such as <b>5'</b>. Still require <b>10'</b> sidewalk installation where sidewalk is currently &lt;10'.</li> </ul> <p><b>8/18: Proposed reduction to 10' minimum.</b></p> <ul style="list-style-type: none"> <li>• 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.)</li> </ul> <p><b>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.</b></p>
<ul style="list-style-type: none"> <li>• Front yards are only required to be landscaped as indicated in the landscaping chapter.</li> <li>• A minimum of 33% of the area must include live plant materials.</li> </ul>	<p>Require a certain % of the yard to be usable space, such as front porches, patios, or other similar space.</p> <p><b>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.</b></p>
<p><b>Parking Lot Location</b></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.
<b>Building Scale</b> 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 <b>75 feet</b> .	<ul style="list-style-type: none"> <li>Building entrance required for a minimum of every <b>50 feet</b> on average.</li> </ul> <b>8/18: Current proposal: 40 feet.</b> <ul style="list-style-type: none"> <li>Ground floor residential uses are required to have a primary entrance facing the street.</li> </ul>
Length of building wall uninterrupted by glass, doors, change in building wall plane, or similar design feature required every <b>30 feet</b> .	Reduce the length of building wall uninterrupted by windows, doors, change in building wall plane to <b>15 feet</b> .
Length of building wall adjacent to a street is not limited.	Limit the length of buildings walls adjacent to a street to <b>200 feet</b> .
<b>Ground Floor Uses</b> 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. <b>10/6: All of these restrictions may be modified through CBSD process.</b>	
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"> <li>Require active ground floor use for a minimum of <b>75%</b> of street frontage, reducible to <b>50%</b> with Planning Commission approval.</li> </ul> <b>8/18: Increased to 80%. Reducible to 60%.</b> <ul style="list-style-type: none"> <li>Use is required to extend a minimum of <b>25 feet</b> into building.</li> <li><del>25 feet would be exempt from this provision to accommodate vehicle access.</del></li> </ul> <b>10/6: Where limited building width makes compliance with this standard difficult, proposal can go through CBSD process to reduce standard to 60%.</b>
Building entrances required on average of every <b>75 feet</b> .	<ul style="list-style-type: none"> <li>Building entrance required for every <b>50 feet</b>.</li> </ul> <b>8/18: Current proposal: 40 feet.</b> <ul style="list-style-type: none"> <li>Ground floor residential uses are required to have a primary entrance facing the street.</li> </ul> <b>10/6: Add requirement for specific entry features, including awnings, recessed entrances, porches, or stoops, for entrances.</b>
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.

	<b>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.</b>
<b>Inner-Block Walkways</b>	
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	
<b>Current Regulation</b>	<b>Proposed Regulation</b>
No requirement for a midblock walkway.	<ul style="list-style-type: none"> <li>Require midblock walkways <b>only</b> when they are identified in an adopted master plan of the City.</li> <li><del>Require a midblock walkway when a property is more than 200 feet from intersecting streets.</del></li> <li>Minimum width of walkway is <b>10 feet</b>, with a minimum paved path width of <b>10 feet 6 feet</b>.</li> <li>If streets and midblock walkways already exist, new midblock walkways would not be required.</li> </ul>
<b>Building Materials</b>	
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.”	
<b>Current Regulation</b>	<b>Proposed Regulation</b>
Specific high-quality ground floor building materials required for <b>80%</b> of street facing facades. Allowed materials include brick, masonry, textured or patterned concrete, and/or cut stone.	<ul style="list-style-type: none"> <li><del>Keep minimum material requirement at 80%.</del></li> <li><b>10/6: Increase minimum to 90%.</b></li> <li>Expand allowed materials to include fiber cement products and metal.</li> <li><b>8/18: Current proposal in 21A.37: Metal not included in prescribed list, but may be approved by Planning Director.</b></li> <li>Other materials may be allowed if they are durable, long lasting materials and approved by the Zoning Administrator.</li> </ul>
No building material requirements for upper floors.	<ul style="list-style-type: none"> <li>Require at least <b>50%</b> of upper floor materials to be composed of the same high-quality materials allowed for ground floors.</li> <li><b>8/18: Increased to 60%.</b></li> </ul>
No restriction on EIFS (Exterior Insulation and Finishing System)	<ul style="list-style-type: none"> <li>Limit EIFS to a max of <b>10%</b> of all street facing facades.</li> </ul>
<b>Parking Structure Design Standards</b>	
Parking structures have the potential to have a large visible impact to the street and adjacent properties.	
<b>Current Regulation</b>	<b>Proposed Regulation</b>
<ul style="list-style-type: none"> <li>Ground floor of parking structures required to have an active use.</li> </ul>	<ul style="list-style-type: none"> <li>Must be wrapped with a building material that adds interest and screens vehicles.</li> </ul>

<ul style="list-style-type: none"> <li>Levels of parking above the first floor that are visible from a street are required to be level, not sloped.</li> <li>Vehicles shall be screened.</li> <li>Underground parking may extend up to 5 feet above grade if they are screened by vegetation or wrapped in ground floor building materials.</li> </ul>	<ul style="list-style-type: none"> <li>Parking levels must be level. All ramps must be internal to the structure.</li> <li>Elevators and stairs need to be externally highlighted.</li> <li>Signage and wayfinding incorporated into the building.</li> <li>Interior lighting shall not create a nuisance outside the structure.</li> <li>Driveways must be different than sidewalk materials.</li> <li>Habitable space required along the street level.</li> <li>Venting and mechanical equipment must be screened and not located near the sidewalk.</li> <li>Street facing building materials and use requirements apply to parking structures.</li> </ul>
<b>Minor changes to make it easier to use the ordinance</b>	
<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>	
<b>Current Regulation</b>	<b>Proposed Regulation</b>
<p>Additional building height provisions allow for an extra story of building height for sloped roofs.</p>	<p>Require that the slope be visible from the street and cannot be hidden behind a parapet wall.</p>
<p>The current setback requirements are listed in a bulleted format that makes it difficult to readily determine what the setbacks are.</p>	<p>List setbacks in a chart so it is easier to use and administer the setbacks.</p>

## 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.

<b>Mix of Uses</b>	
<p>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.</p>	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
<p>Based on % of total ground floor area for nonresidential uses</p>	<p>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 <b>25 feet</b>.</p>



	<ul style="list-style-type: none"> <li>• If 100% of area is nonresidential use: 20 points</li> <li>• 75-99% of area is nonresidential use: 15 points</li> <li>• 50-74% of area is nonresidential use: 10 points</li> </ul>
<b>Affordable Housing</b>	
The intent of this guideline is to promote more mixed income housing development and increase the supply of affordable housing units in the City.	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
<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"> <li>• More than 30% of units: 30 points</li> <li>• 20-30% of units: 20 points</li> <li>• 10-20% of units: 10 points</li> </ul>	<p><del>One scale for % of units that are less than 80% of the AMI:</del></p> <ul style="list-style-type: none"> <li><del>• More than 30% of units: 40 pts</del></li> <li><del>• 20-30% of units: 30 pts</del></li> <li><del>• 10-20% of units: 20 pts</del></li> </ul> <p><b>10/6: Eliminated points for projects between 61% to 80% AMI.</b></p> <p>One scale for % of units that are less than 60% of the AMI:</p> <ul style="list-style-type: none"> <li>• More than 30% of units: 50 points</li> <li>• 20-30% of units: 40 points</li> <li>• 10-20% of units: 20 points</li> </ul>
<b>Sustainable Site and Open Space Design</b>	
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.	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
Guideline allowed points for alternative energy (covered by other guidelines)	Alternative energy production removed from this guideline and placed in a separate guideline.
<b>Green Building</b>	
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.	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
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"> <li>• The proposal switches to pre-certified LEED (Leadership in Energy and Environmental Design) with no change in points.</li> <li>• LEED is more widely known and includes a pre-certification process that is more in line with the City's approval process.</li> </ul>
<b>Energy Efficiency</b>	
This guideline helps incentivize the use of alternative energy production and energy savings building systems.	

Current Guideline	Proposed Guideline
<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>	<p>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.  <b>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.</b></p>
<b>360 Degree Architecture</b>	
<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
<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>
<b>Building Materials</b>	
<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. <b>(8/18: Increased to 90%)</b> 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% <b>(8/18: 56% with proposed ground floor minimum)</b> 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"> <li>• Limited materials that qualified</li> <li>• Low % of total street facing façade</li> </ul>	<ul style="list-style-type: none"> <li>• <b>15 points</b> are available if more than <b>75%</b> of the overall street facing façade is clad in durable materials.</li> <li>• <b>10 points</b> are available if more than <b>65%</b> of the overall street facing is clad in durable materials.</li> </ul>
<b>Rooftop Design</b>	
<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
<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>
<b>Eyes on the Street</b>	
<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
<p>The guideline lists but does not provide any dimensional requirements to qualify.</p>	<p>Add a minimum dimension for usable balconies and increase the total points from <b>10 to 15</b>.</p>

	<b>8/18: Dimension proposed is 6 ft depth, 30 sq ft.</b>
<b>Public Art</b>	
The intent of this guideline is to increase the amount of art in the city that is visible to the public.	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
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"> <li>• Allow points based on the number of public art pieces provided.</li> <li>• Public art has to be visible from a public space.</li> <li>• A maximum of <b>6 points</b> are available.</li> </ul>
<b>Bicycle Amenities</b>	
This guideline is intended to increase the bicycle infrastructure in buildings to encourage cycling in the City.	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
<ul style="list-style-type: none"> <li>• Provides points for providing a bike rack.</li> <li>• The zoning ordinance has been changed since this guideline was created and now requires bike racks.</li> </ul>	<ul style="list-style-type: none"> <li>• Remove points for bike racks (required by ordinance)</li> <li>• Add <b>30 points</b> for a green bike station.</li> </ul> <p><b>8/18: Green bike station points no longer proposed.</b></p>
<b>Access to Transit (8/18: Newly Proposed)</b>	
This guideline is intended to encourage new development close to TRAX stations.	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
<ul style="list-style-type: none"> <li>• Current guidelines provide points simply for being located within certain distances of a TRAX station.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
<b>Midblock Walkways (8/18: Revised to Public Walkways Interior of the Block.)</b>	
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.	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
<ul style="list-style-type: none"> <li>• The current guideline is worth a limited number of points that do not incentivize providing a midblock walkway.</li> <li>• The guideline does not indicate what the minimum width for a walkway should be.</li> </ul>	<ul style="list-style-type: none"> <li>• Add minimum widths and increase the points.</li> <li>• <b>30 points</b> would be available if a narrow alley or street is provided.</li> <li>• <b>20 points</b> if it is a walkway that is a minimum of 10 feet in width.</li> </ul> <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>

<b>Parking</b>	
<p>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>	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
<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"> <li>• 100% of the parking is structured: 50 points</li> <li>• 75% of the parking is structured: 40 points</li> <li>• 50% of the parking is structured: 25 points.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• The total available points are limited to <b>25</b>.</li> </ul> <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>
<b>Shared Parking (Newly Proposed Revision 8/18)</b>	
<p>This guideline was meant to incentivize projects that shared their parking.</p>	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>
<b>Alternative Parking</b>	
<p>This guideline was meant to incentivize projects that provided parking for electric vehicles, scooters, and other alternative vehicles.</p>	
<b>Current Guideline</b>	<b>Proposed Guideline</b>
<ul style="list-style-type: none"> <li>• Points are available for providing any type of EV stations.</li> </ul> <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"> <li>• Points provided based on type of EV charging stations.</li> <li>• EV stations with the capability of charging vehicles faster receive more points.</li> <li>• These changes are in response to the changes in City ordinance.</li> </ul>
<b>Parking Ratio</b>	

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"> <li>• Points based on the parking ratio of the project.</li> <li>• Residential components of a project receive <b>25 points</b> 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.</li> <li>• Non residential projects receive <b>25 points</b> if the parking ratio is 2 or less stalls for every 1,000 square feet.</li> </ul>

### 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:

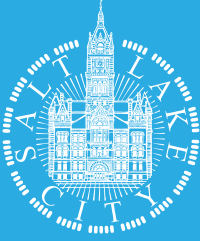
- Exempting single family, two family and three family dwellings from the approval process. These types of projects would not be subject to the development guidelines, but would be required to comply with all zoning regulations.
- Changing from a three tiered process to a two tiered process. The middle 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

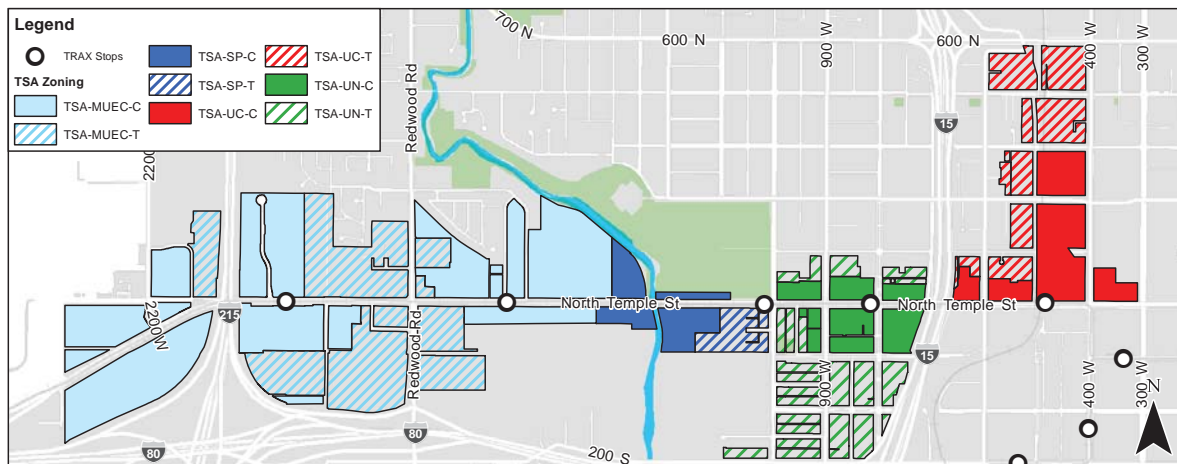
November - PC Recommendation

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



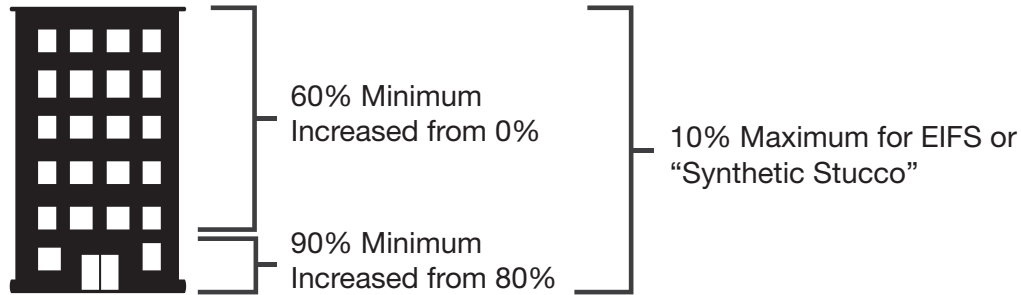
**First Step House**  
440 S 500 East



# PROPOSED CHANGES

## BUILDING MATERIALS

Increase Use of High Quality, Durable Materials on Street Facing Facades



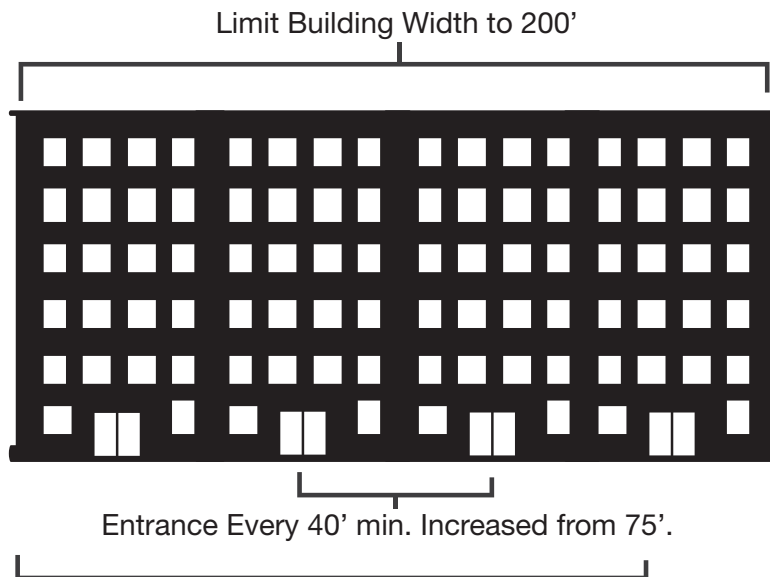
Acceptable Materials Include:

- 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



Active Use Other Than Parking Required for 80% of Street Facing Ground Floor. Use Would Need to be 25' in Depth at a Minimum.

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.

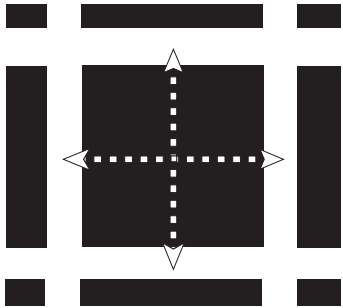
- 80% requirement could be modified to 60% through Conditional Building and Site Design Review public process



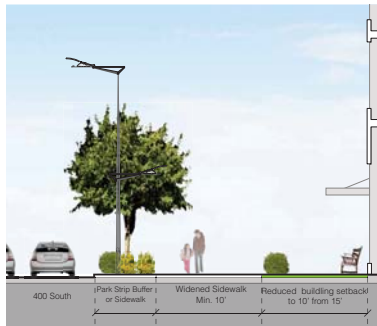
# PROPOSED CHANGES

## 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

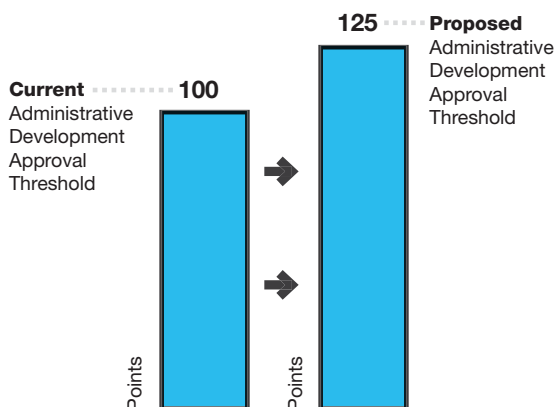
## LAND USES

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.

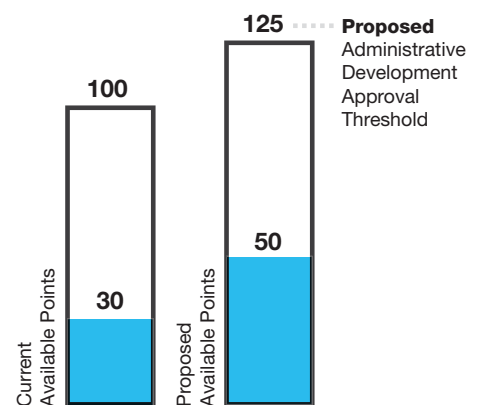
## DEVELOPMENT GUIDELINES POINTS SYSTEM



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)





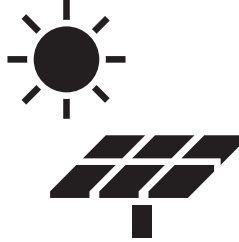
# PROPOSED CHANGES

## SUSTAINABILITY

Increase sustainability of development by increasing sustainability points available for project approval

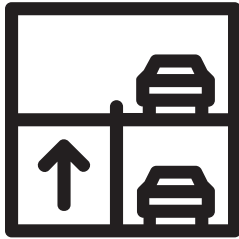


Change green building point standard from International Code Council to LEED. Points would be provided for levels of LEED certification

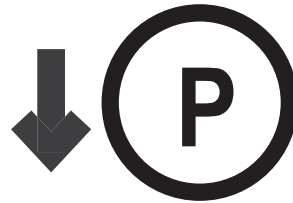


Provide points based on square footage of solar. This would replace energy offset calculation currently required for points. Additionally provide points for off-site solar use.

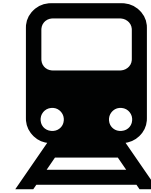
## TRANSPORTATION



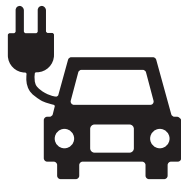
Change points available for providing structured parking to points for high quality structured parking design instead. Current developments have provided structured parking regardless of point incentives.



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:

**DRAFT FOR OCTOBER 13 OPEN HOUSE**

- 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:



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- 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 <sup>1</sup>	Maximum Height
Urban center:			
	Core	40'	90' <sup>2</sup>
	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:

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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:

<b>Property Frontage</b>	<b>Front/Corner Side Yard Setback</b>	<b>Side Yard</b>	<b>Rear Yard</b>
<b>400 South</b>	<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>	
<b>North Temple</b>	<p>Minimum: 5', and at least 50% of the façade must be built to the minimum</p>		

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	<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>	
<b>300 South, 500 South, 600 East</b>	Minimum: Equal to the average setback of other principal buildings on the same block face.	
<b>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</b>	<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>	
<b>All Other Streets</b>	<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

<b>Standard</b>	<b>Required Dimension</b>
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.

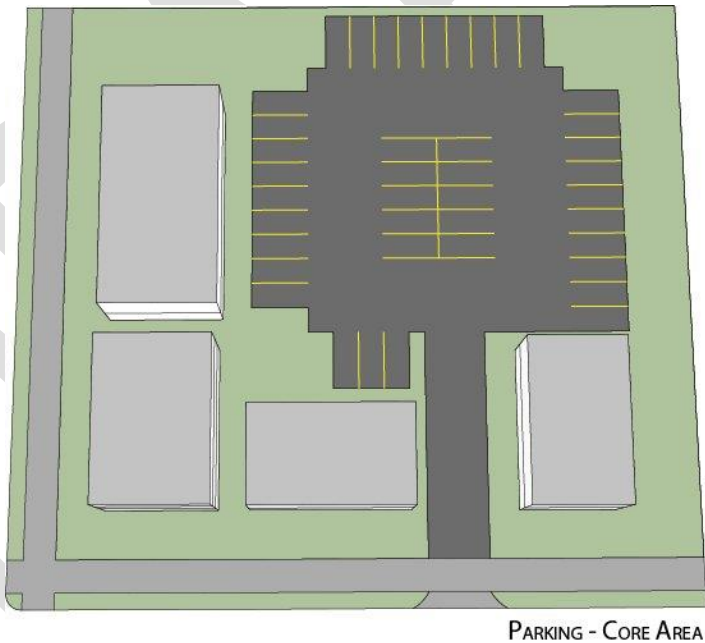
1. Surface Parking Lots On Corner Properties: On corner properties, surface parking lots and structures shall be located behind principal buildings or at least sixty feet (60') from a front and corner side lot lines. Only one driveway and drive aisle is permitted per street frontage and the access point 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:

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- (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.

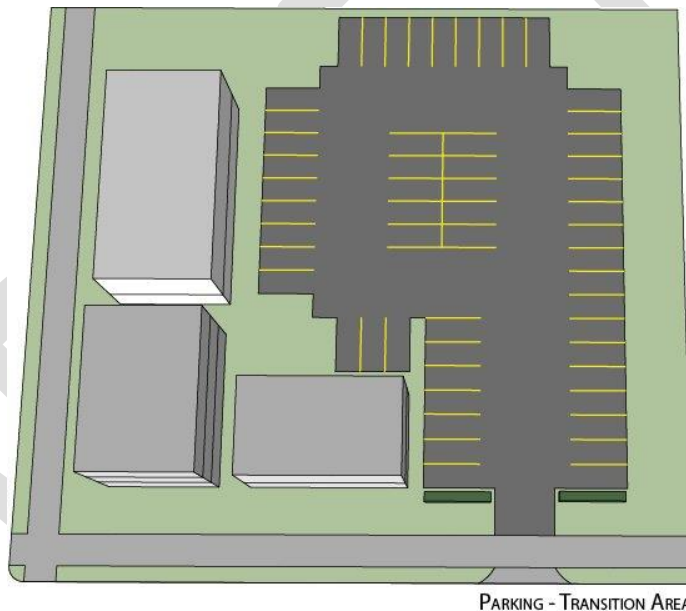


3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.
  - a. Requirements: When located to the side of a principal building, the parking lot shall be:



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- (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**

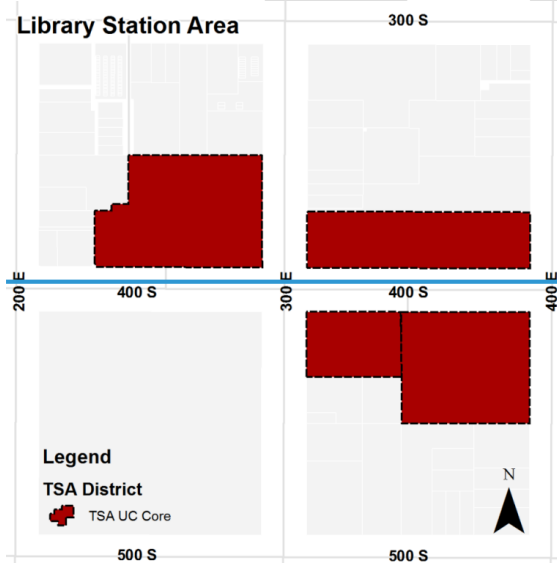
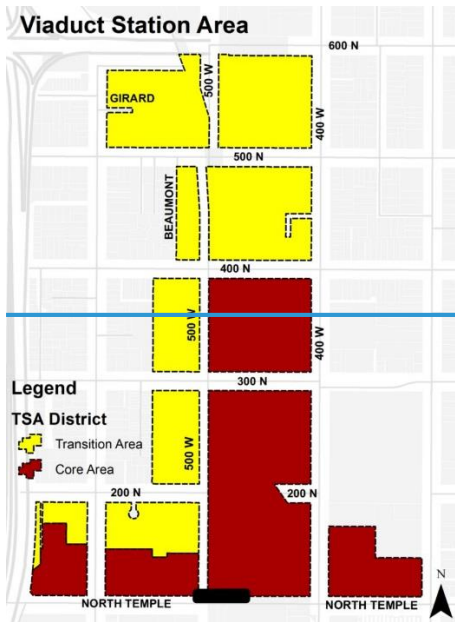
**21A.26.078: TSA TRANSIT STATION AREA DISTRICT:**

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.



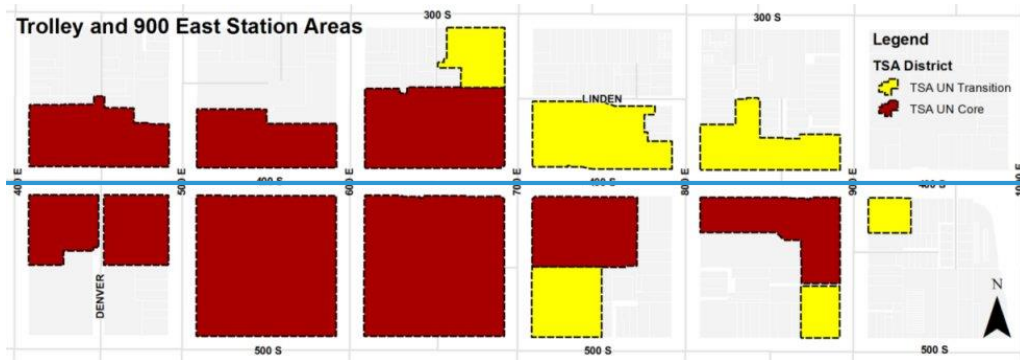
2. Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. [Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial changes may add density and intensity in compact](#)

~~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.~~

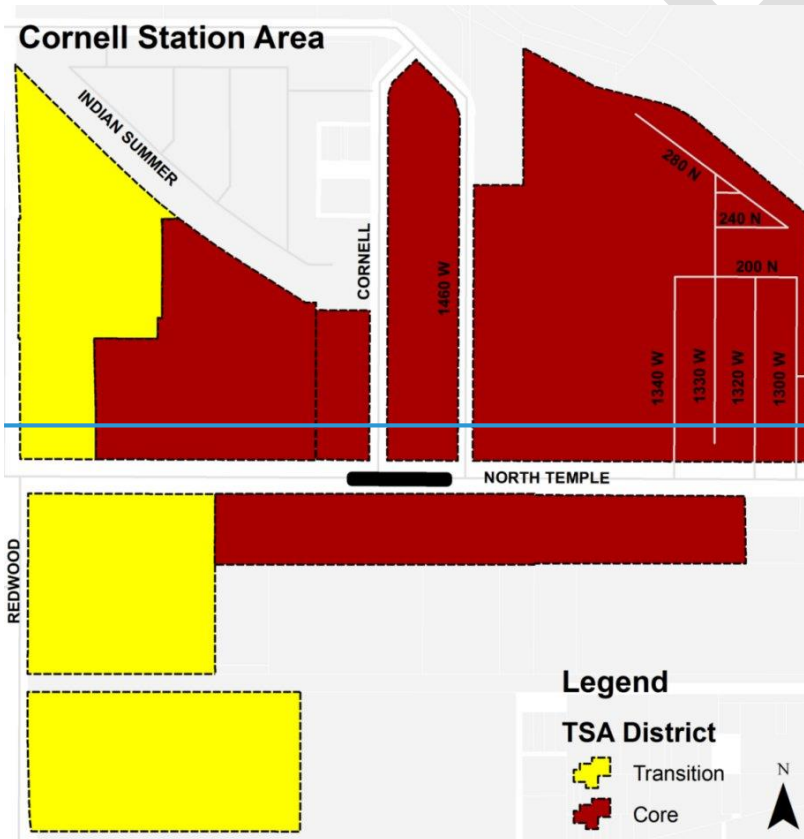
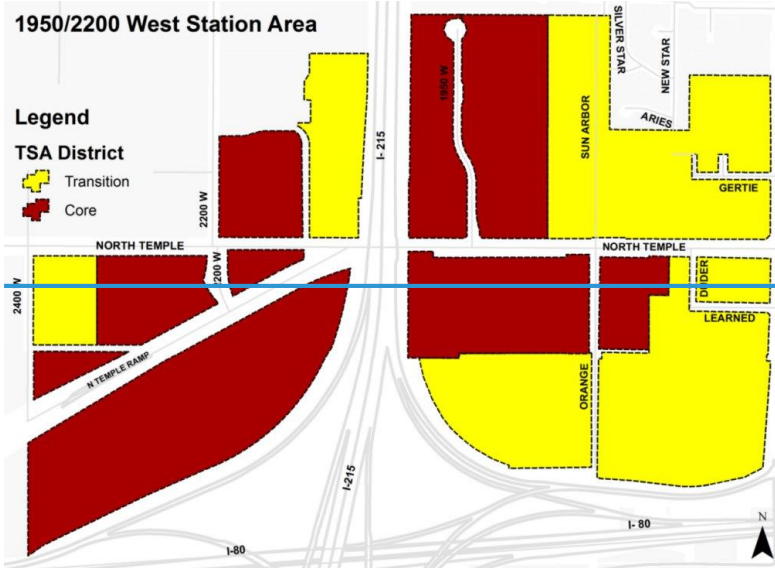
~~In some urban neighborhood station areas, a linear development pattern along commercial streets that intersect the transit corridor defines a neighborhood main street. Neighborhood main streets are approximately two (2) blocks long, with two (2) 4 story buildings located close to the sidewalk. The 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.~~



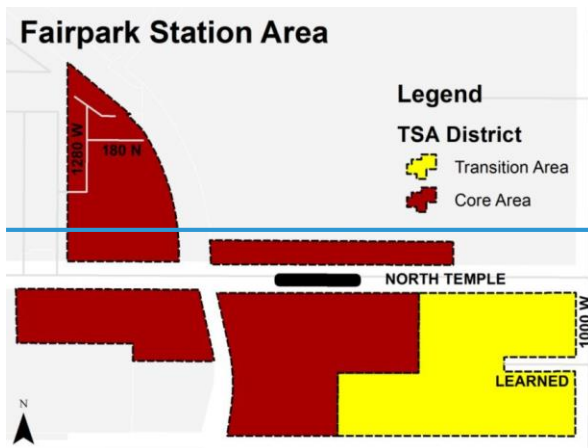


3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. ~~These areas generally start with a campus style development pattern and are dominated by a single type of use that generally employs 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.26.078C 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 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.~~

e(2)-Tier 3-2 Administrative Review: The planning director has the authority to approve a project scoring ~~100-125~~ 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 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 - <del>49-124</del> 100-125 points	Planning <del>C</del> eommission <del>C</del> eonditional <del>B</del> uilding and <del>S</del> ite <del>D</del> esign <del>R</del> eview process
<del>50-99 points</del>	<del>Administrative hearing process</del>
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~~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	<del>Urban Center</del>		<del>Urban Neighborhood</del>		<del>Mixed-Use Employment Center</del>		<del>Special Purpose</del>	
	<del>Cor</del>	<del>Transiti</del>	<del>Cor</del>	<del>Transiti</del>	<del>Cor</del>	<del>Transiti</del>	<del>Cor</del>	<del>Transiti</del>

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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.~~ 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~~50%) of the width of the street facing building wall.

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

~~(3)b.~~ 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 <sup>1</sup>	Maximum Height
Urban center:		
Core	<del>40'30"</del>	90' <sup>2</sup>
Transition	25'	60'

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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>	<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</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>		

<p><u>300 South,</u> <u>500 South,</u> <u>600 East</u></p>	<p><u>Minimum: Equal to the average setback of other principal buildings on the same block face.</u></p>
<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>	<p><u>Minimum: 25% of lot depth, up to 25'.</u> <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>
<p><u>All Other</u> <u>Streets</u></p>	<p><u>Minimum: None</u> <u>At least 50% of the street facing building facade 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~~



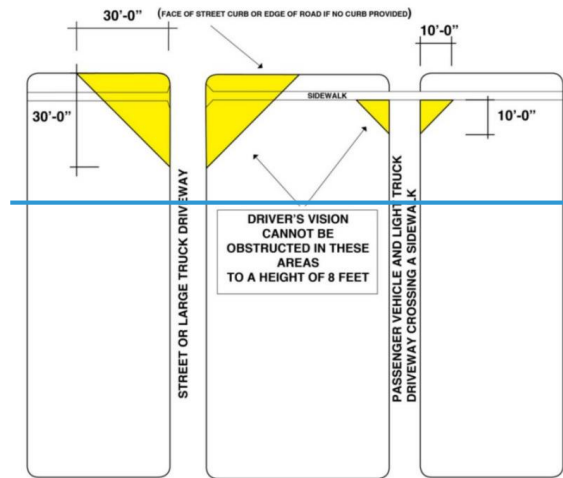
constructed or with additions that increase the gross building square footage by more than fifty percent (50%).



~~(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.~~

**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:~~

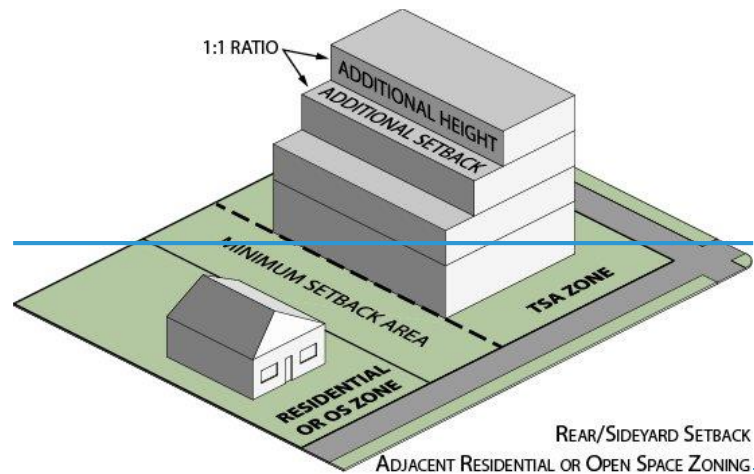
~~(i) Core Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF 30, RMF 35 or RMF 45 zoning district. The minimum side yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2,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

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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.

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~~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.~~

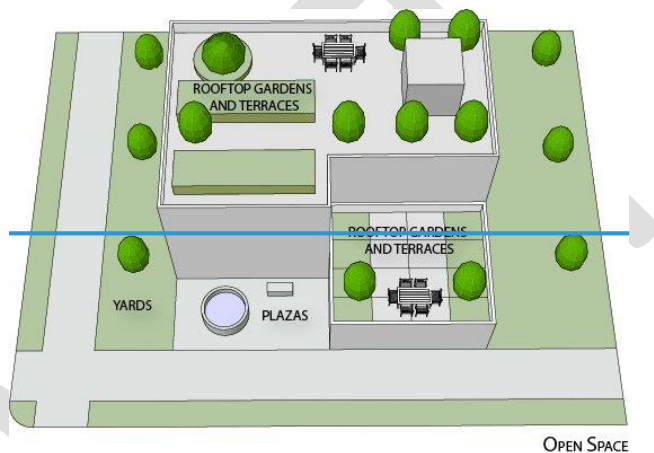
~~d5.~~ Open Space: In order to provide space for passive and active recreation, public and private use, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, open space is required for all new developments. Open 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.

~~(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 (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.

(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').

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.

LJ. 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:

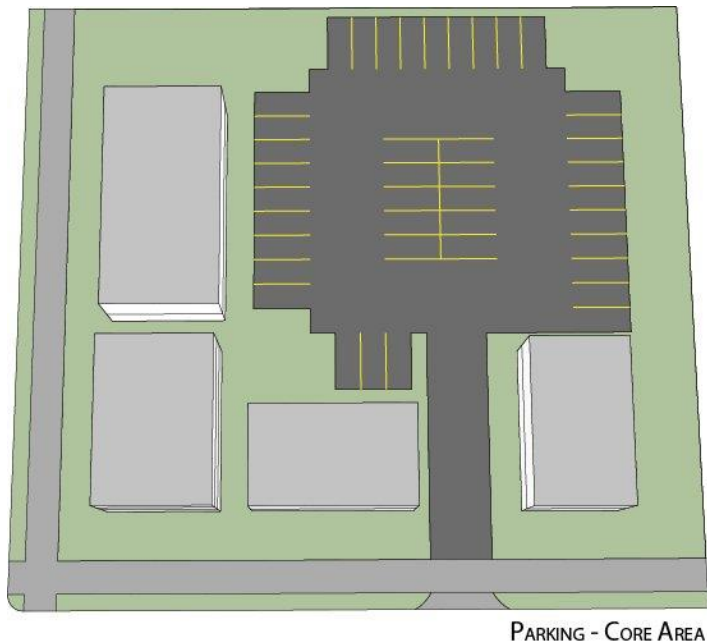
(1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.

(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.

~~e. 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.

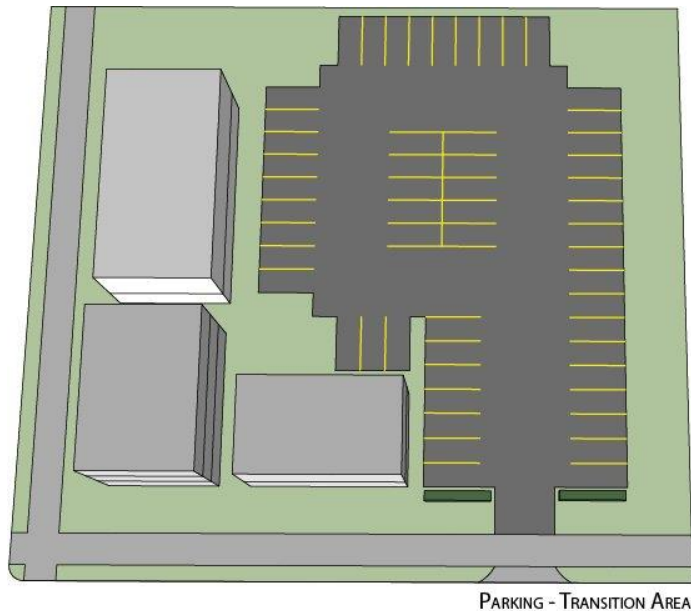
a. Requirements: When located to the side of a principal building, the parking lot shall be:

(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.~~

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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**

**DRAFT – FOR OCTOBER 13 OPEN HOUSE**

**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 <sup>1</sup>		P <sup>1</sup>		P <sup>1</sup>		P <sup>1</sup>		P <sup>1</sup>
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

**DRAFT – FOR OCTOBER 13 OPEN HOUSE**

Commercial Food Preparation	P		P		P	P	P	P
Community correctional facility, small <sup>2</sup>							C <sup>2</sup>	
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) <sup>3</sup>	P <sup>3</sup>	P <sup>3</sup>	P <sup>3</sup>	P <sup>3</sup>	P <sup>3</sup>	P <sup>3</sup>	P <sup>3</sup>	P <sup>3</sup>
Group home (small) <sup>4</sup>	P <sup>4</sup>	P <sup>4</sup>	P <sup>4</sup>	P <sup>4</sup>	P <sup>4</sup>	P <sup>4</sup>	P <sup>4</sup>	P <sup>4</sup>
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) <sup>5</sup>	P <sup>5</sup>	P <sup>5</sup>	P <sup>5</sup>	P <sup>5</sup>	P <sup>5</sup>	P <sup>5</sup>	P <sup>5</sup>	P <sup>5</sup>
Residential support (small) <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>	P <sup>6</sup>
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 <a href="#">21A.24.010T</a> 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

**DRAFT – FOR OCTOBER 13 OPEN HOUSE**

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 <a href="#">21A.24.010T</a> 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) <sup>7</sup>						P <sup>7</sup>		P <sup>7</sup>
Off site <sup>7</sup>	P <sup>7</sup>	P <sup>7</sup>	P <sup>7</sup>	P <sup>7</sup>	P <sup>7</sup>	P <sup>7</sup>	P <sup>7</sup>	P <sup>7</sup>

**DRAFT – FOR OCTOBER 13 OPEN HOUSE**

Park and ride lot <sup>7</sup>						P <sup>7</sup>		P <sup>7</sup>
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 <sup>8</sup>	P <sup>8</sup>	C <sup>8</sup>	P <sup>8</sup>	C <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>	P <sup>8</sup>
Theater, movie	P		P		P	P	P	P
Urban farm	P	P	P	P	P	P	P	P
Utility, building or structure <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>
Utility, transmission wire, line, pipe, or pole <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>	P <sup>9</sup>
Vehicle:								

**DRAFT – FOR OCTOBER 13 OPEN HOUSE**

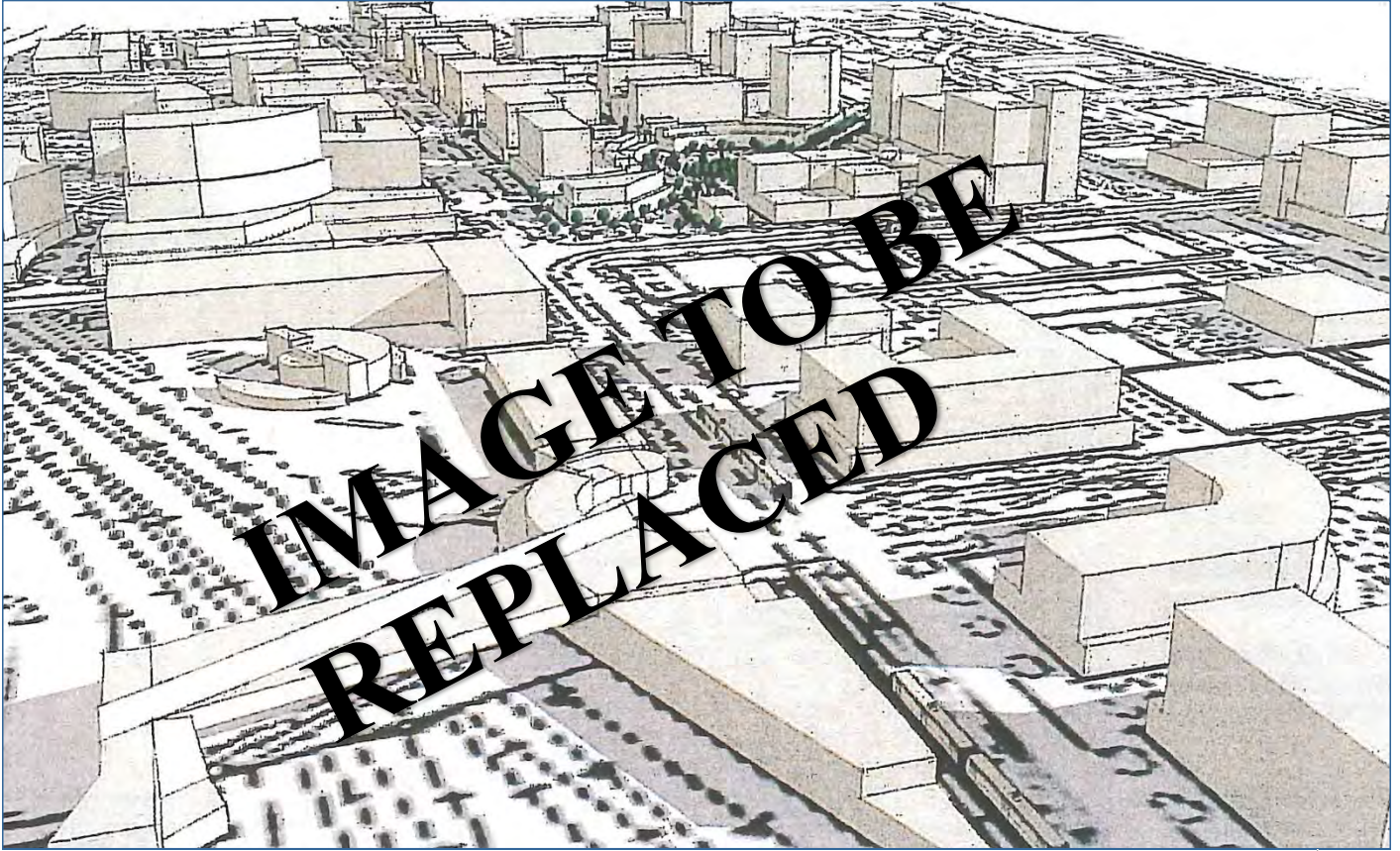
Automobile repair (minor)						P		P
Vending cart, private property	P	P	P	P	P	P	P	P
Warehouse						P		P
Wholesale distribution						P		
Wireless telecommunications facility (see section <a href="#">21A.40.090</a> , table <a href="#">21A.40.090E</a> of this title)	P	P	P	P	P	P	P	P
Wireless telecommunications facility, exceeding the maximum building height of the zone(see section <a href="#">21A.40.090</a> , table <a href="#">21A.40.090E</a> 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

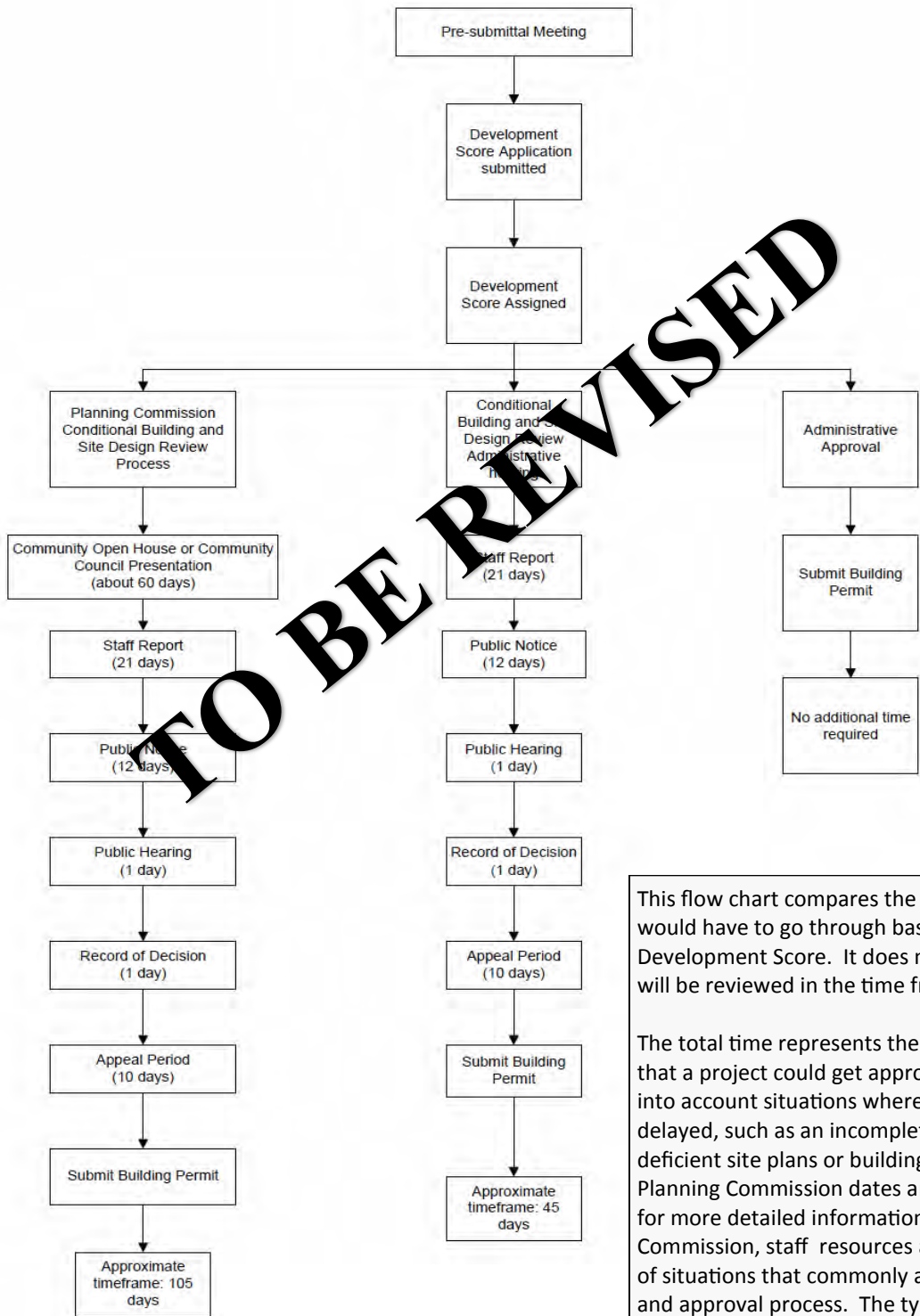
Tier	Approval Process	Estimated Time Frame*
Tier 1 Projects with a development score less than <del>50</del> <u>125</u> points	Planning Commission	3-6 months
Tier <del>2</del> Projects with a development score between <del>50</del> and <del>99</del> points	Administrative Hearing	<del>1-3</del> months
Tier <del>3</del> <u>2</u> Projects with a development score more than <del>100</del> <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:

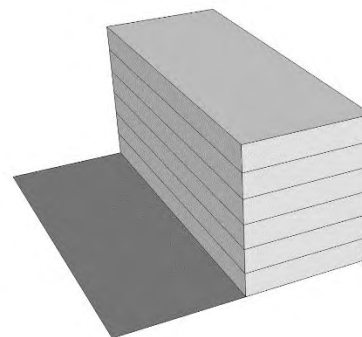
- a. More than 20 dwelling units per acre.
- b. Buildings that are at least 60% of the allowable building height.
- c. Buildings with a floor area ratio of 1 or more.



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.



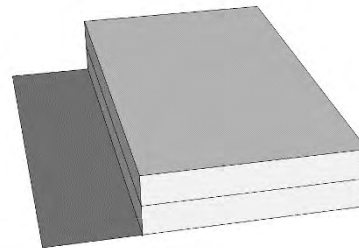
This model demonstrates a floor area ratio of three. The six story building covers 1/2 of the lot area. A building that covered 100% of a lot would have to be three stories to have a floor area ratio of three.

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

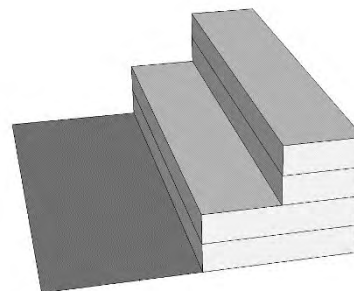
1. A project that meets at least one of the following requirements shall have 12 points added to its score:
  - a. More than 25 dwelling units per acre.
  - b. Buildings that are up to 80% of the allowable building height.
  - c. Buildings with a floor area ratio of 2 or more.
  
2. A project that meets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

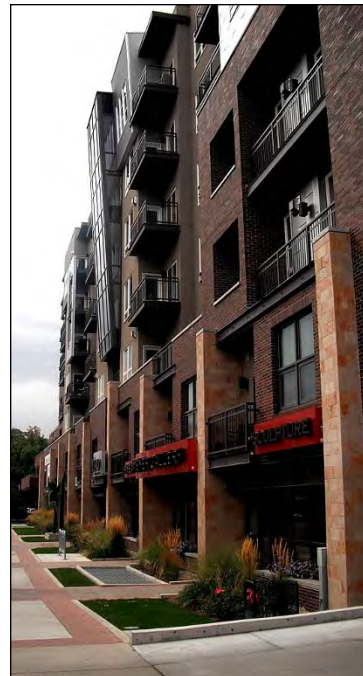
**This guideline applies to the Core and Transition Area. Points may only be obtained from one item.**



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

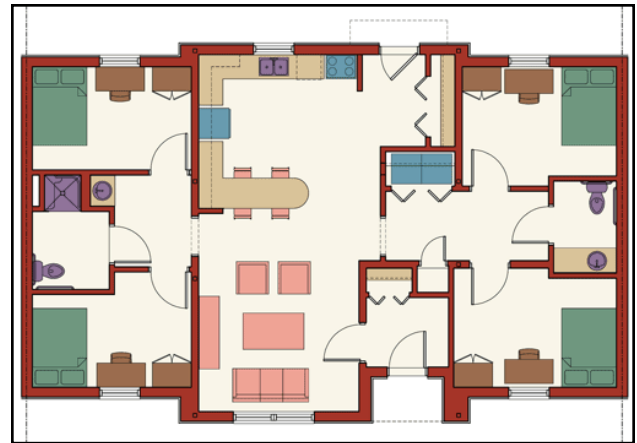
Projects that meet the minimum ADA requirements for accessible dwelling units are encouraged. Features of accessible dwelling units are intended to improve the physical and emotional health of individuals, enhance community diversity and reduce housing costs.

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

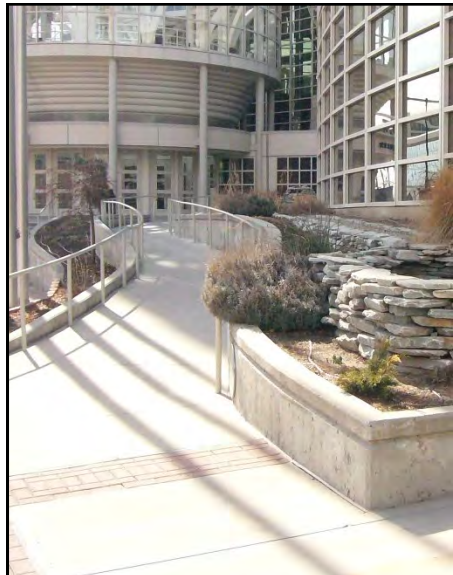
A. A project which includes dwelling units designed as ADA accessible shall have the following number of points added to the development score:

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

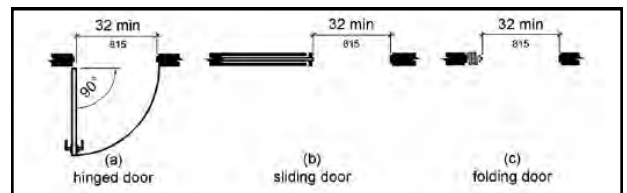
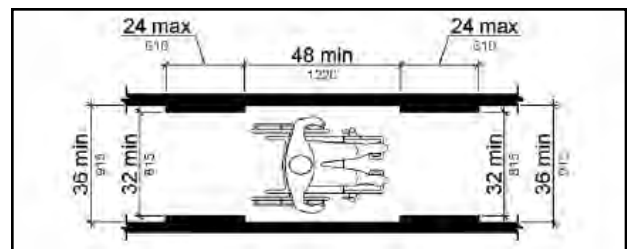
**This guideline applies to the Core and Transition Area. Points may only be obtained from one item.**



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.



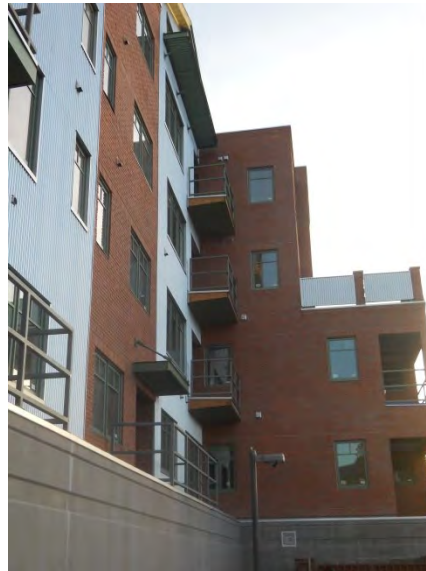
## 7 REDEVELOPMENT OF NONCONFORMING USES AND NONCOMPLYING BUILDINGS

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

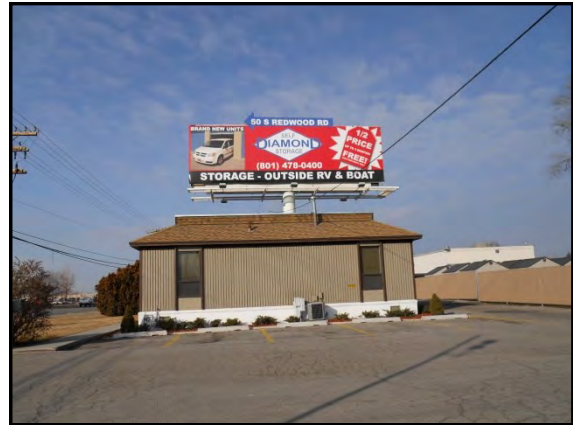
## REMOVAL OF BILLBOARDS

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 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: 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.

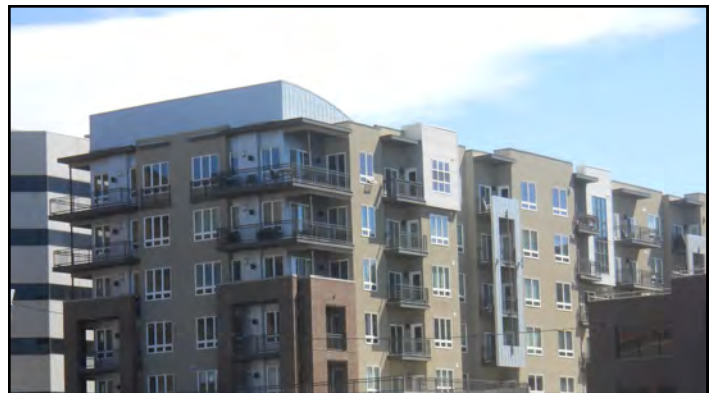
To qualify, each identified element is required to meet the following criteria:

- 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

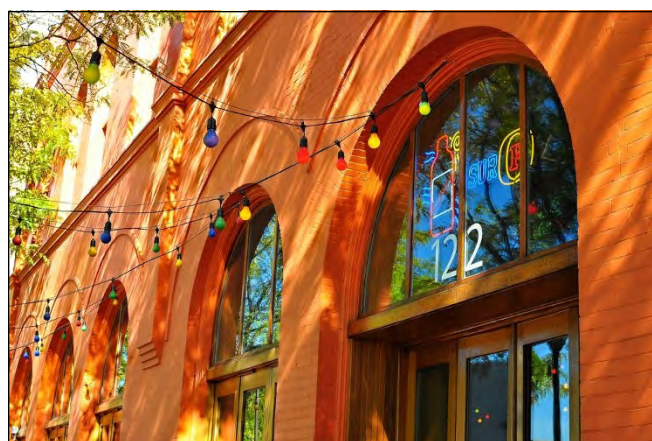
Projects that preserve, rehabilitate, restore or reuse a structure, as defined by the Secretary of the Interior Standards, listed on the National Register of Historic Places or the Salt Lake City Register of Cultural Resources are encouraged.

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.

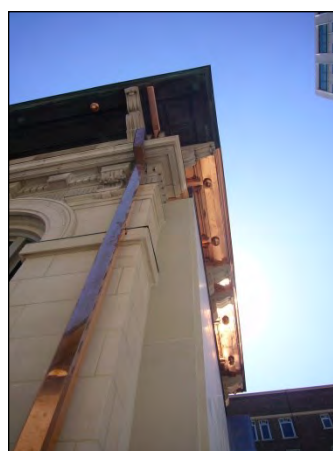
A. Projects that preserve, rehabilitate, restore, reuse a historic property or new construction that contributes to the character of a historic property or district shall have the following points added to the development score:

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.



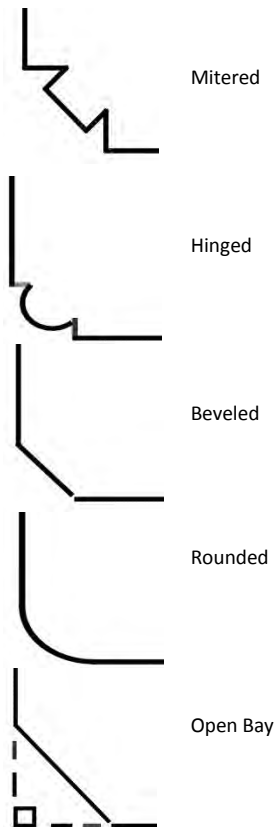
Synthetic stucco or exterior insulation and finishing systems (EIFS) are discouraged and do not qualify for this guideline.

# 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.**



Squared-off corners are discouraged, unless transparent glass is used to allow visibility through the corner of the building.

Corner buildings are encouraged to address the corner in a similar fashion as indicated in the drawings to the left. Buildings that are squared off at the corner of two intersecting streets are discouraged.



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.

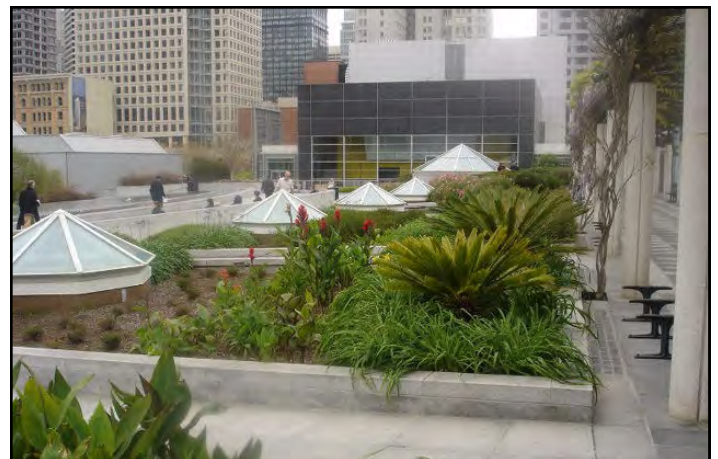
- A. A project that incorporates a rooftop use shall have the following points added to the design score:
1. A rooftop of a building is used as a common space for the building occupants. 6 points.
  2. A roof includes at least one of the following design features: 5 points
    - Two or more sloping planes 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.

**This Guideline applies to the Core and Transition Area.**



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.



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.

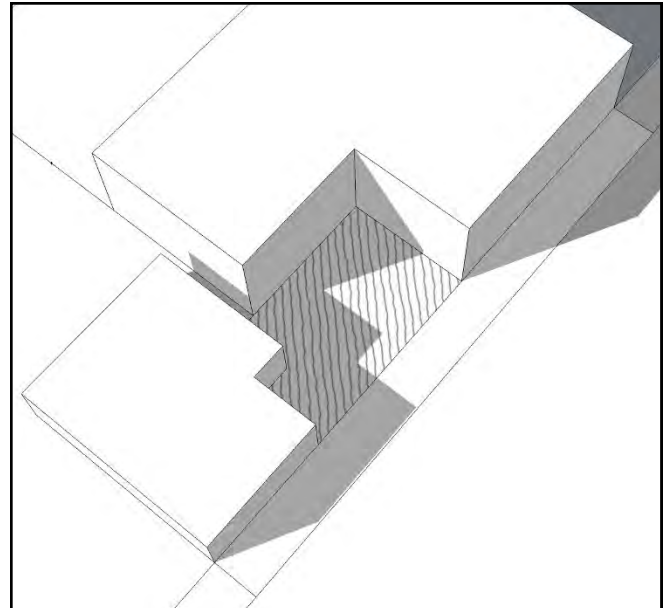
A. Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way, shall have the following number of points added:

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.



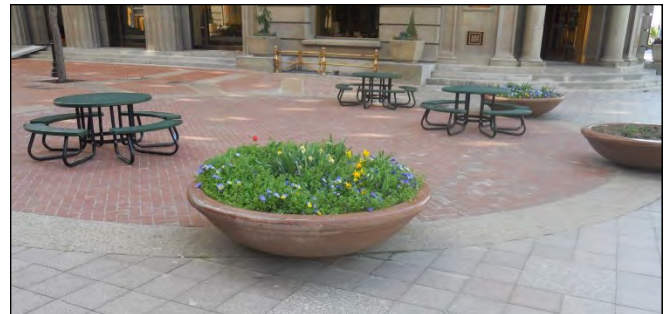
This plaza is large and inviting. The scale of the plaza matches the scale of the area around it.

# 21 STREETScape AMENITIES

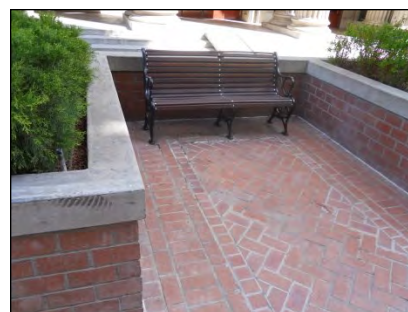
A mix of amenities in an open space not only provides outdoor space for building occupants, but when located next to a public sidewalk or path, invite passersby into the space. Benches, tables, planters, drinking fountains, water features, lighting and decorative refuse containers are just a few of the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

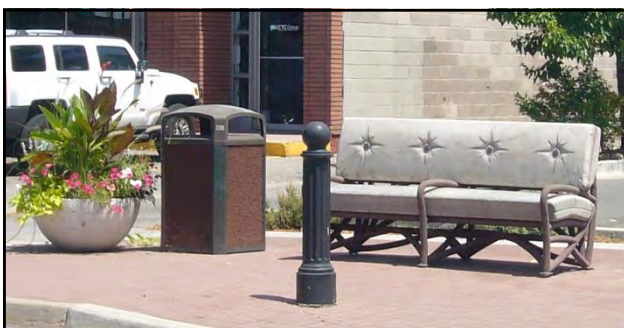
Public art that is incorporated into a development is encouraged. Art should be highly visible to the public and create opportunities for surprise, wonder, interest, contemplation, reflection, interaction and play that express community life and identity.

- 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.**



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.

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.



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.

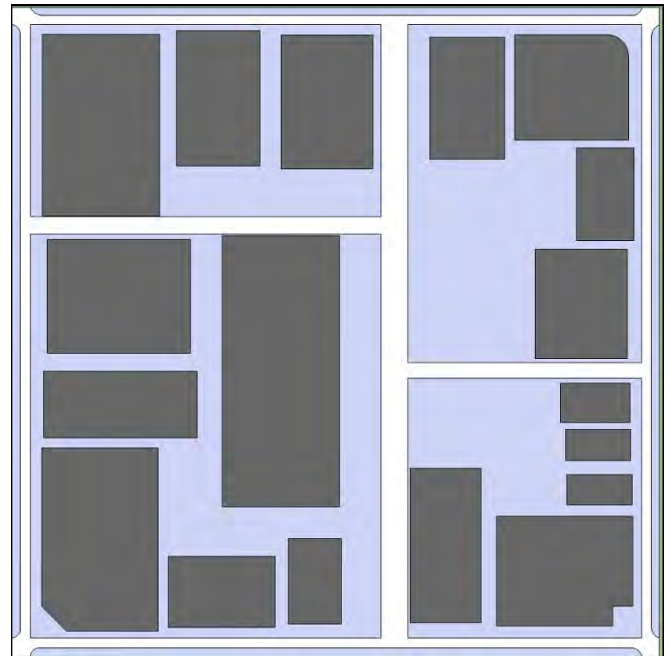


# 26 PUBLIC WALKWAYS INTERIOR TO THE BLOCK

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.~~**



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.**



# **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	<b>Intensity/Density: (Applicable to Core Area Only. A project can only get points from one of the lines in this guideline).</b>	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			
	<b>Intensity/Density: (Applicable to Transition Area only. A project can only get points from one of the lines in this guideline).</b>	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	
	<b>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</b>	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			
	<b>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</b>	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
	<b>Accessible Dwelling Units: A project which includes dwelling units designed as ADA accessible</b>	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			
	<b>Community Serving Uses: Refer to the Transit Station Area Development Guidelines for qualifying uses.</b>	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			
	<b>Redevelopment of Surface Parking Lots.</b>	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				
	<b>Redevelopment of Nonconforming Use or Noncomplying Building</b>		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			
	<b>Removal of Billboards</b>		An existing billboard is legally removed by the developer as part of a redevelopment project.	10	No Change			
<b>Building and Site Design</b>	<b>Sustainable Site and Open Space Design</b>		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	
			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			
	<b>Green Building: based on the ICC National Green Building Standard</b>		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
	<b>Energy Efficiency</b>		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.	50

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
<b>360 Degree Architecture</b>		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			
<b>Historic Preservation</b>		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			
	<b>Building Materials</b>	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
	<b>Corner Buildings</b>	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.			
	<b>Rooftop Design and Use</b>	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
	<b>Eyes on the Street and Public Spaces</b>	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
	<b>Lighting</b>	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			
	<b>Signs</b>	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			
<b>Public Spaces</b>	<b>Public Spaces and Plazas</b>	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			
	<b>Streetscape Amenities</b>	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
	<b>Public Artwork</b>	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			
<b>Circulation</b>	<b>Connections and Walkways</b>	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			
	<b>Bicycle Amenities</b>	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			
	<b>Access to Transit</b>	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
	<b>Mid-block Walkways</b>	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
<b>Parking</b> (see the <a href="#">Transit Station Area Development Guidelines</a> for qualifying provisions related to this item)	<b>Structured Parking</b>	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
	<b>Shared Parking</b>	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
	<b>Alternative Vehicle Parking</b>	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	
<b>Approval Process:</b>							
	<b>Planning Commission Review Required</b>	<b>0-49 points</b>			<b>Planning Commission Review Required</b>	<b>0-124 points</b>	
	<b>Administrative Hearing Required</b>	<b>50-99 points</b>		Removed Admin Hearing Process	Removed Admin Hearing Process	Removed Admin Hearing Process	
	<b>Administrative Review</b>	<b>100 or more points</b>			<b>Administrative Review Required</b>	<b>125 or more points</b>	