

PLANNING COMMISSION STAFF REPORT

TSA TRANSIT STATION AREA ZONING DISTRICT ZONING MAP and TEXT AMENDMENT

PLNPCM2010-00096

May 12, 2010



Planning and Zoning Division
Department of Community and
Economic Development

Applicant: Planning
Commission

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Council District:
District 1 – Carlton Christensen
District 2 – Van Turner
District 3– Stan Penfold

Community Council:
Capitol Hill (Polly Hart)
Fairpark (Gordon Storrs)
Polar Grove (Mike Harman)
Jordan Meadows (Angie Vorher)

**Applicable Land Use
Regulations:**
• 21A.50 – Amendments

Notification
• Notice mailed on 4/29/10
• Newspaper ad on 4/30/10
• Agenda posted on the
Planning Division and Utah
Public Meeting Notice
websites 4/29/10

Attachments:
A. Chapter 21A.26.078 TSA
Zoning District
B. Transit Station Area
Design Guidelines
C. Map of TSA Zoning
District
D. Public Comments
E. City Department/Division
Comments

Request

A petition initiated by the Planning Commission to study and make recommendations on appropriate zoning regulations along the Airport Trax line on North Temple Boulevard. The proposal would rezone properties on and near North Temple between 300 West and 2400 West. The proposed zoning district is a form and incentive based type of zoning intended to guide development so that it is oriented towards transit.

Staff Recommendation

Based on the discussion and findings in the staff report, it is the Planning Staff's opinion that the Planning Commission transmits a favorable recommendation to the City Council to adopt chapter 21A.26.078 TSA Transit Station Area zoning district and to amend the official zoning map to add the TSA zoning district to properties on and near North Temple as indicated in Attachment C of this staff report; amend chapter 21A.44.040 Transportation Demand Management and chapter 21A.46.095 Sign Regulations for Transit Corridor and Transit Station Area Districts as indicated in Attachment A for the following reason:

1. The proposal is consistent with existing Citywide land use policies and the North Temple Boulevard Station Area Plans that are under consideration for adoption;
2. The proposal furthers the purposes of the Title 21A;
3. The proposal is consistent with the factors of consideration identified in ordinance 21A.50 for zoning text and zoning map amendments.

Background

Project Description

In 2006, the Planning Commission initiated a petition directing staff to research and analyze the appropriateness of rezoning the North Temple corridor properties to a transit corridor zone. For various reasons, that research was delayed until 2009, when the City began the process of creating Station Area Plans for the North Temple Corridor. As part of this process, it became evident that there may be a more effective way of integrating zoning, transit and neighborhoods near transit.

As the public process unfolded and the desires of the community, property owners, business owners, residents and other stakeholders became clearer, the Planning Team (made up of staff and consultants) made the decision to take a different approach to zoning. The corridor and the surrounding areas include an existing mix of zoning districts, including:

- M-1 Light Manufacturing
- BP Business Park
- CG General Commercial
- CS Community Shopping
- CC Corridor Commercial
- PL Public Lands
- GMU Gateway Mixed Use
- RMF-35
- RMF-30
- SR-1A
- R-1/5000

Most of these zoning districts are considered Euclidian based zoning districts, which are based off of the theory of separating incompatible uses. The CG, CS and GMU zoning districts do allow for mixed-use development. Over time the notion that all uses have to be separated has changed. Due to new technology, building techniques and societal norms, certain segments of the population desire to live in mixed-use neighborhoods where only the most impactful types of uses are not allowed. From an environmental and public expenditure standpoint, the City encourages mixed use development. This notion is reflected in the comments heard during the community workshops and open houses for the North Temple Boulevard Station Area Plans. In order to implement the vision identified in the Station Area Plans the Planning Team, consisting of City staff and Consultants, reviewed the current zoning districts. The review revealed that the existing zoning was not capable of implementing the station area plans. Therefore, the Planning Team began the process of creating a new zoning district based on the desires of the community as reflected in the North Temple Boulevard Station Area Plan.

The proposed zoning regulations are intended to regulate the physical form of buildings and how they relate to transit, the street, public spaces, adjacent buildings, and adjacent neighborhoods. Less emphasis is placed on use. A table of prohibited uses, which varies depending on the type of station area, lists those uses that are not allowed. All other uses would be permitted.

Design and Development Standards are identified in the proposed ordinance. These are regulations that are required of all projects. These include items such as building setbacks, height requirements, parking locations, and minimum design requirements such as first floor glass, the location of doors and entrances, etc.

Instead of using permitted and conditional uses to determine review and approval processes, the proposed ordinance intends to incentivize new development and redevelopment through a series of Development Guidelines. These Guidelines include a value which is based on several factors, including the importance of that guideline towards implementing the policies of the Station Area Plans or other adopted policies and goals of the City and the cost to include specific Guidelines in a project. Each project is reviewed and assigned a Development Score. The Development Score is the sum of the values assigned to each Development Guideline.

Following the Guidelines is voluntary and is not required for any project. However, proposed projects will be reviewed based on the value of the Guidelines the applicant chooses to incorporate into the project. A series of thresholds have been identified to guide the process. Those projects that choose not to include any of the Guidelines or that choose to only include a minimum number (Tier 1) will be processed following the existing Conditional Building and Site Design Review process. Those projects that obtain a Development Score within Tier 2 will be processed using the Administrative Hearing process already authorized in the Zoning Ordinance. Projects that are assigned a Development Score in Tier 3 will be processed as over the counter projects after the Development Score is assigned. Tier 3 projects are deemed to be the most compliant with the vision for a specific station area. Because the vision, urban design framework, policies and strategies were developed in an extensive public process, public participation process is put at the beginning of the development process, instead of as a reaction to individual developments. The premise behind the tiered process is that desirable development, as indicated in the station area plans, should be easier to realize than less desirable development.

Additional regulations are required for developments that exceed 5 acres. The primary purpose of this is to ensure that circulation and connectivity issues are addressed. The design of an internal circulation system and connectivity points to public rights of way are subject to approval from the Transportation Division. This would not be a departure from our current review process, but would provide guidance to developers in terms of what is expected.

The Development Guidelines are a collection of design and development concepts that were either identified through the planning process or are already identified as a policy or goal of the City in a Policy document that applies to the area or the City as a whole. Each guideline includes a description of what is desirable, images that are to be used as examples, and a way to measure how the guideline has been implemented. For example, the Design Guideline for Density and Intensity of use includes specific density qualifications (number of dwelling units per acre), building height measures (reaching a certain percentage of the permitted building height) and floor to lot area ratios to determine if a project complies with the Design Guideline and whether it can count towards the Development Score.

The overall goals of the proposed zoning ordinance are:

- Put public participation up front in the planning process, instead of as a reaction to individual developments.
- Make it easier for desirable development to be processed.
- Create options for applicants in terms of how they design their project and how they want to be processed.
- To have the option of predefined outcomes.

Comments

Public Comments

The public process for this project began in June 2009. Since then, dozens of public meetings have been held to identify the vision for each station area. The comments received were used to create the Station Area Plans. Some of these comments were directed towards what future development should look like, the mass and scale of future development, and the types of uses that people would like to see. These comments were incorporated into the Station Area Plans and used to create Station Typologies. The Station Typologies have been used to create the regulations for each station area type.

Four open houses that focused specifically on the proposed zoning regulations were held in March and April. The first two open houses focused on the basics of this approach to zoning and model districts were made available to the public. These open houses were held on March 18th in two different locations. One was held in the City and County Building and one was held at the UTA Frontrunner Headquarters. About 30 people attended each open house. There were no written comments submitted at either open house, however, staff did discuss the proposal with many who were in attendance. The primary issue raised concerned existing uses and how they would be impacted. Existing uses are allowed to continue as legal, nonconforming uses. A few property owners indicated that they were in support of changing the zoning and allowing more flexibility in terms of use.

The second series of open houses were held on April 27th and April 29th. Approximately 25 people attended the April 27th open house. Those in attendance were mostly positive about the approach to zoning and the project as a whole. Several property owners supported the changes to the zoning, the standards identified and the Development Guidelines. There were some concerns raised that are listed in more detail below:

- Concern over the way the Core and Transition Areas are mapped between North Temple and 200 North and 600 West and I-15 in the Guadalupe Neighborhood. One of the property owners in this area felt like the block should be divided into thirds, with the properties on North Temple remaining in the Core Area, the middle of the block being zoned as a Transition Area and the properties fronting on 200 North being left as is (SR-1A). The primary concern was having 90 foot tall buildings adjacent to his property.
 - Planning Staff Comment: The station area plan identifies this block as a mix between a Core and Transition Area. This was done due to the impacts of the Interstate on the west of the block and to avoid split zoning a large parcel on the west end of the block if the citizen recommendation were followed. The Planning Commission does have the option of amending the proposed boundaries of the zoning district. The amendment would address the citizens concerns and leave both sides of 200 North between I-15 and 600 West as low density residential, but it would require splitting one lot with two zones and eliminate some more intensive/density potential near the viaduct station.
- Concern over the need for storage facilities. Many businesses and residents in the Gateway need storage facilities for their possessions. People downsizing their home, moving into condos, restaurants, stores, etc. all use mini storage facilities in the area. As more people move in, there will be a greater need.
 - Planning Staff Comment: The Planning Staff agrees with this suggestion. There is a growing trend of mini-storage facilities to build vertical, and several vertical storage facilities have been built in the valley recently. The table of prohibited uses has been amended to exclude this use in Core Areas.
- Concerns with facilities similar to the Rail Events Center and the negative impact they have on neighbors due to noise, parking, etc.

- These types of facilities would be permitted in all Core and Transition Areas in each Station Typology. The table of prohibited uses could be amended if the Planning Commission feels that the TSA Zoning District lacks the needed regulations to address this concern.

Approximately 12 people attended the open house on April 29th. The major concern raised was in regard to existing land uses and how they are impacted by the new zoning. Similar answers, as listed previously in this section, were given to address the concern.

Staff did have a phone conversation with an individual who was concerned about new development impacting the Jordan River where it crosses through or is adjacent to a station area. The citizen wanted to see a large buffer along the banks of the river and suggested that the buffer be reclaimed as natural open space.

- Staff comment: The Riparian Corridor Overlay Zone applies to the Jordan River and requires a series of buffers based on the nature of the property. Undeveloped property over one acre in size requires a 100 foot area of “no disturbance.” However, most of the land within a station area is already developed to one degree or another. It is questionable if the former White Ballpark property south of the State Fair Park is developed or undeveloped. As long as this land is State land, the local regulations do not apply. Development that is permitted within the underlying zoning district is permitted in “Area C” of the Riparian Corridor. A setback of 50 feet is required. This would apply to all developed land.

The majority of the area around the Jordan River in this general area is outside of the 100 and 500 year flood plains (zone X on FEMA Flood Insurance Maps). Some portions of the land north of North Temple and adjacent to the Jordan River are in Zone X500 (FEMA Flood Insurance Maps). This generally means that the area may be inundated by a 500 year flood event or 100 year event where flood waters would be less than one foot deep. It also could mean that the land is protected from a 100 flood by levees.

In addition, the Blueprint Jordan River document produced by Salt Lake County identifies the area around the intersection between North Temple and the Jordan River as an area suitable for Transit Oriented Development. The Jordan River Blueprint states the following regarding future land use in this location:

May include: mixed commercial uses, hotels, a park, boating and other cultural facilities related to the Fairgrounds. Both the Fairgrounds and Fisher Mansion could support river-oriented uses that enhance the surrounding communities.

City Department Comments

The comments received from pertinent City Departments / Divisions are attached to this staff report in Attachment E. Most comments received were minor in nature and included small grammatical errors, minor suggestions, etc. The Planning Division did receive comments from the City Attorney and RDA that were suggestions regarding specific language. The changes recommended by the City Attorney and RDA were incorporated into the text of the proposed zoning ordinance as well as the Transit Station Area Development Guidelines. These recommendations clarified certain standards and established a more solid footing for the Development Guidelines. The comments received were edited hard copies of the documents. None of the comments impacted the specific standards in the proposed ordinance. Due to the nature of the comments and the manner in which the comments were received, they are not attached to the staff report. The changes included:

- Using consistent terms that are already defined in the zoning ordinance;
- Clarifying the process with more specific language;

- Rewording of some development guidelines to remove vague language;
- Expanding on concepts identified in the Development Guidelines; and
- Clarifying how certain Guidelines could be obtained.

Staff also received specific comments from the Airport. Allen McCandless, the Director of Planning for the Airport, requested that the land directly south of the Airport be removed from the 1950/2200 West station area map. This property is owned by the Airport and development is not intended.

- Planning Staff has removed the subject parcel from the 1950/2200 West station area map and the property will not be rezoned.

Project Review

Zoning Text Amendment

A new zoning district is being proposed because the City does not have an existing zoning district or combination of zoning districts that are capable of producing the desired type of development near the stations on the Airport Trax line. The proposed zoning district is a flexible zoning district that is able to adapt to the unique circumstances that exist around each station. A one size fits all approach would have created incompatible situations and hardships around some stations.

The proposed text includes a description of each station type, lists which station areas fall into each type, lists the prohibited uses in each station type and includes specific standards for each station type. Some standards are intended to improve the overall pedestrian environment and streetscape. These would apply to all projects in all station types.

A common concern raised during the development process is that the timeframe for approval is too long and the outcomes are unknown. This is a legitimate concern to developers, who often cannot get financing until they receive approval from the City and have to pay out of pocket for all of those expenses required to obtain approval. A longer approval process results in higher out of pocket expenses. To address this concern, the proposed ordinance provides a manner to shorten the approval process and have a defined outcome. This is accomplished by obtaining a Development Score in Tier 3. It would be entirely up to the applicant to choose this route.

The flip side of the concerns of the developer is the concerns of neighbors and adjacent property owners. Concerns over property values, loss of privacy, increased traffic, increased noise, etc. are all common issues raised during public meetings. These are legitimate issues. While balancing property rights between property owners is always a difficult situation, certain regulations are created to address the common concerns raised. In this case, new development is required to be stepped down as it approaches low density neighborhoods. Those projects that are highly consistent with the vision of a station area, which is an agreed upon vision created through an extensive public process, should be allowed to be processed quicker. This is the premise of the Development Score. Projects that score lower require additional public review, while those that score high do not.

Zoning Map Amendment

The purpose of the zoning map amendment is to put the regulations in place that will guide new development and redevelopment towards implementing the North Temple Boulevard Station Area Plans. The proposed zoning map amendment would follow the station area boundaries identified in the station area plans.

The primary concerns with any large scale zoning map amendment are the potential impacts it has on existing businesses and property values.

This ordinance does not impact existing businesses. All existing businesses that are listed as prohibited uses would be considered legal, nonconforming land uses. These uses are allowed to continue operating. These uses will become subject to zoning ordinance section 21A.38 Nonconforming Uses and Non-complying Structures. Under this section, non conforming uses are authorized to continue. There are specific regulations that govern the moving, enlarging or altering of nonconforming uses of land and structures. If destroyed by fire, earthquake or other natural disasters, a nonconforming use would be allowed to occupy a new building on the site.

In most cases, the development potential of land will increase. The development potential is based on what can be done with the property under existing zoning regulations. This will vary depending on the existing zoning and the proposed zoning. Typically, a property with more development potential will have a higher property value. The zoning of a property does impact the real estate value of the property. When other market influences are considered, it is difficult to determine the long term impact on property values. However, it is not anticipated that changing the zoning of these properties will, by themselves, decrease property values.

The impact of taller and more intense development has been raised as a concern, although it has not been as big of a concern as anticipated. Regardless, the boundaries of the Core and Transition Areas were drawn after considering many factors. The primary factor was the proximity to a transit platform. The Core Areas are all relatively close to a platform, while Transition Areas are further away. The Transition Area was created in order to step down development height and intensity as it gets closer to existing low density residential neighborhoods. Streets, which are typically 132 feet wide in most areas along North Temple, were used as boundaries where possible. Regulations requiring an increased setback when adjacent to low density one and two family zoning districts are included as an additional protection to the impacts of height and intensity.

During the review of the Viaduct Transfer Station, the Planning Team heard that people, mainly property owners south of the Viaduct, were relatively pleased with the Gateway Mixed Use Zoning District and preferred that the “rules were not changed mid way through the game.” Because the GMU zoning district includes many of the goals identified in the Viaduct Transfer Station Area Plan, Planning staff does not recommend changing the zoning south of the North Temple Viaduct.

The area around Redwood Road and North Temple deserves special consideration. After considering the potential of the area, the impact that Redwood Road has on development, the jurisdiction of the road (Redwood is a State Major Arterial), the proximity to the I-80 off ramp, and the existing infrastructure, this area has been included as a transition area. If it were a Core Area, it has the potential to have an overall negative impact on the transportation network in the area. Transit use declines the further one gets from a transit station. At this point in time, that distance is about a 10 minute walk, or about ¼ of a mile. The areas, particularly those that front on Redwood Road are less likely to use transit as an alternative for transportation.

Analysis and Findings

Options

The following are options for the Planning Commission to consider when making a recommendation to the City Council:

- **Approval of the Petition**

- If the Planning Commission recommends approval to the City Council, and the City Council agrees, then the proposed zoning ordinance and associated changes to the zoning map would go into effect. All land use applications received after the ordinance goes into effect would be required to comply with the zoning regulations. The zoning map would be amended to reflect the boundaries indicated in the ordinance.
- **Approval of the Petition with modifications**
 - The Planning Commission has the authority to make any modification to the proposal and recommend that the City Council adopts the modifications. In this case, the proposed zoning ordinance and/or map would be amended to reflect the Planning Commission's recommendation. The modified proposal would then be transmitted to the City Council for consideration. The Planning Commission may modify the proposed ordinance, proposed design guidelines, proposed zoning map, or all three.
- **Denial of the Petition**
 - The Planning Commission can recommend that the City Council deny the petition. If the City Council agrees with this recommendation, then the existing zoning would remain in place and the zoning ordinance would not be amended.

Findings

Section 21A.50.050 Standards for general amendments. A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard.

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

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

Finding: The proposed zoning ordinance is consistent with the purpose, goals, objectives and policies of the North Temple Boulevard Station Area Plans. The proposed zoning ordinance was created congruently with the North Temple Boulevard Station Area Plans. While not officially adopted as of yet, the Station Area Plans and the proposed zoning ordinance are very closely tied together. The proposed zoning ordinance is consistent with the goals and policies identified in the Station Area Plans. In reviewing the Station Area Plans, several adopted master plans were considered, including the Urban Design Element, The Salt Lake Futures Commission Report, the Northwest Community Master Plan, Capitol Hill Community Master Plan, and West Salt Lake Community Master Plan. The City's adopted Housing Plan and Transportation Plan also call for the type of development supported in the Station Area Plans. The analysis of the Station Area Plans indicated that they were generally consistent with these plans or explained a change in policy to those plans. The Planning Commission has recommended that the City Council adopt the North Temple Boulevard Station Area Plans.

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

Finding: The proposed zoning ordinance furthers the specific purpose statements of the zoning ordinance. The proposed ordinance would create a new zoning district, with a specific purpose statement. The general purpose statement of the zoning ordinance is to promote the health, safety,

morals, convenience, order, prosperity and welfare of the present and future inhabitants of the City. In addition, the zoning ordinance is intended to lessen congestion in the streets, secure safety from fire and other dangers, provide adequate light and air, classify land uses and distribute land development and utilization, protect the tax base, secure economy in government expenditures, foster the City's industrial, business and residential development and protect the environment.

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

Finding: The proposed zoning ordinance is consistent with the purposes of any applicable overlay zoning district. The proposed zoning ordinance includes a statement that any applicable overlay zone supersedes the standards in the proposed ordinance.

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

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

Zoning Map Amendment

Section 21A.50.050 - A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard. However, in making its decision concerning a proposed amendment, the city council should consider the following factors:

a. Whether the proposed amendment is consistent with the purposes, goals, objectives, and policies of the adopted general plan of Salt Lake City;

Finding: The proposed map amendment is consistent with the North Temple Boulevard Station Area Plans, which the Planning Commission has recommended that the City Council adopt. As part of the creation of the station area plans, a thorough review of other adopted Master Plans was done to determine the level of compliance with City wide plans and applicable Community Master Plans. Because many of those plans are dated, but still somewhat valid, the station area plans serve as an update to the area specific plans. The Capitol Hill Community Master Plan (2001) includes some policies relating to density and building height in the area north of the North Temple Viaduct that differ from the Viaduct Transfer Station Area Plan. A full analysis of these issues was completed during the Planning Commission review of the Station Area Plans. In order to implement the station area plan, the specific policies in the Capitol Hill Community Plan would be superseded by the policies in the Viaduct Transfer Station Area Plan.

b. Whether the proposed amendment is harmonious with the overall character of existing development in the immediate vicinity of the subject property;

Finding: The proposed zoning map amendment and text amendment include provisions for reducing the impact new development may have on existing areas. The boundaries of the proposed zoning district correspond to the boundaries in the station area plans. The station area plans identify the vision for what the areas around the transit stations should look like, how they work, what types of uses there are, etc. The existing character of the subject areas differs from what is identified in the long term vision for the area. Therefore, the important aspect to consider is the impact on those areas that are adjacent to the proposed zoning district boundaries.

c. The extent to which the proposed amendment will adversely affect adjacent properties;

Finding: The proposed amendment would affect those properties that are within the boundaries of the TSA zoning district. The proposed zoning district would, in most cases, allow for development of a greater scale and mass than what exists currently. However, this should not be viewed as an adverse impact because the proposed regulations that allow greater mass and scale are consistent with what was identified through the public planning process as desirable development. As properties redevelop, there will be instances where a new project is considerably larger than what may be adjacent to it.

The adverse impacts are more relevant where the proposed zoning district is adjacent to an area that will not be rezoned and has smaller mass and scale regulations than the proposed ordinance. The proposed ordinance contains provisions to reduce the impacts in these situations.

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

Finding: The proposed zoning ordinance is consistent with the purposes of any applicable overlay zoning district. The proposed zoning ordinance includes a statement that any applicable overlay zone supersedes the standards in the proposed ordinance. Several Overlay zoning districts will impact development in this area, including the Historic Preservation Overlay District, Airport Flight Path Protection Overlay District, Lowland Conservancy Overlay District, and the Riparian Corridor Overlay District.

e. The adequacy of public facilities and services intended to serve the subject property, including but not limited to roadways, parks and recreational facilities, police and fire protection, schools, storm water, etc.

Finding: The project area is located within areas that are already served by public facilities and services. However, the proposed ordinance does increase the development potential of the area. Population, employment and household projections for the corridor indicate an increase in all three categories. These projections were done under the current zoning regulations. Although North Temple will see a reduction in vehicle lanes, the capacity of the road is not anticipated to be greatly impacted, at least initially, due to the change in zoning. The desired type of development and the development promoted by the proposed ordinance is considered transit oriented development, which can reduce the need to use private automobiles. Other measures in the ordinance create incentives, primarily through a quicker review process, for other measures that reduce the energy use of new buildings, storm water runoff, and other sustainable measures. The proposed ordinance has been routed to other Departments and Divisions for comments. No comments were received that would indicate that the City would not be able to serve new development.

Attachment A

Chapter 21A.26.078 TSA Transit Station Area Zoning District

21A.26.078 TSA Transit Station Area District:

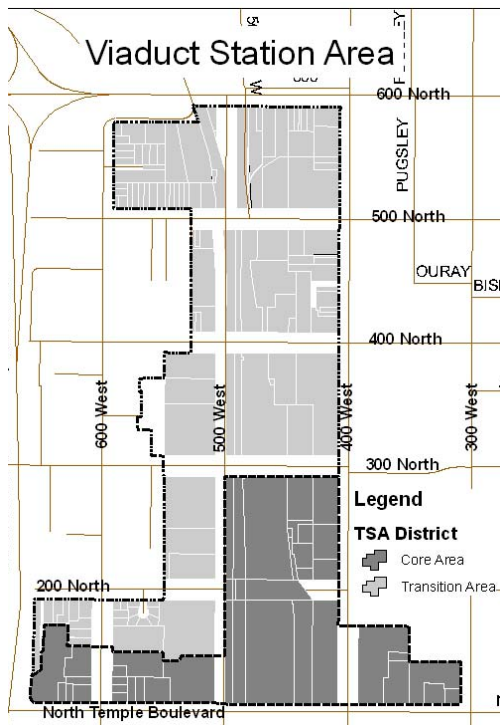
A. Purpose Statement: The purpose of the TSA Transit Station Area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should be developed with new uses that allow them to function as part of a walkable, mixed-use district. Existing uses which 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, called a typology. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two 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 ¼ 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, street level windows and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two or three stories in height 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 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. 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 a ½ 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 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 Typologies: 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 station 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 station area plan will be classified.

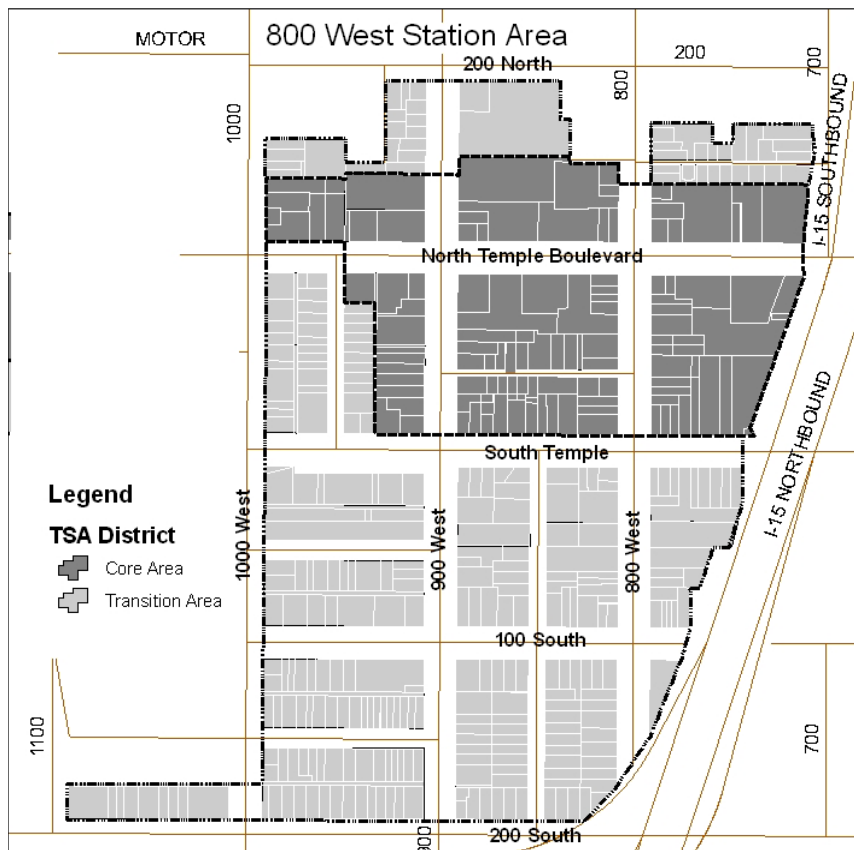
- 1. Urban Center Station:** An Urban Center Station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. The area is characterized by a 24 hour population, active streetscapes, 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, inter-connected 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 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.



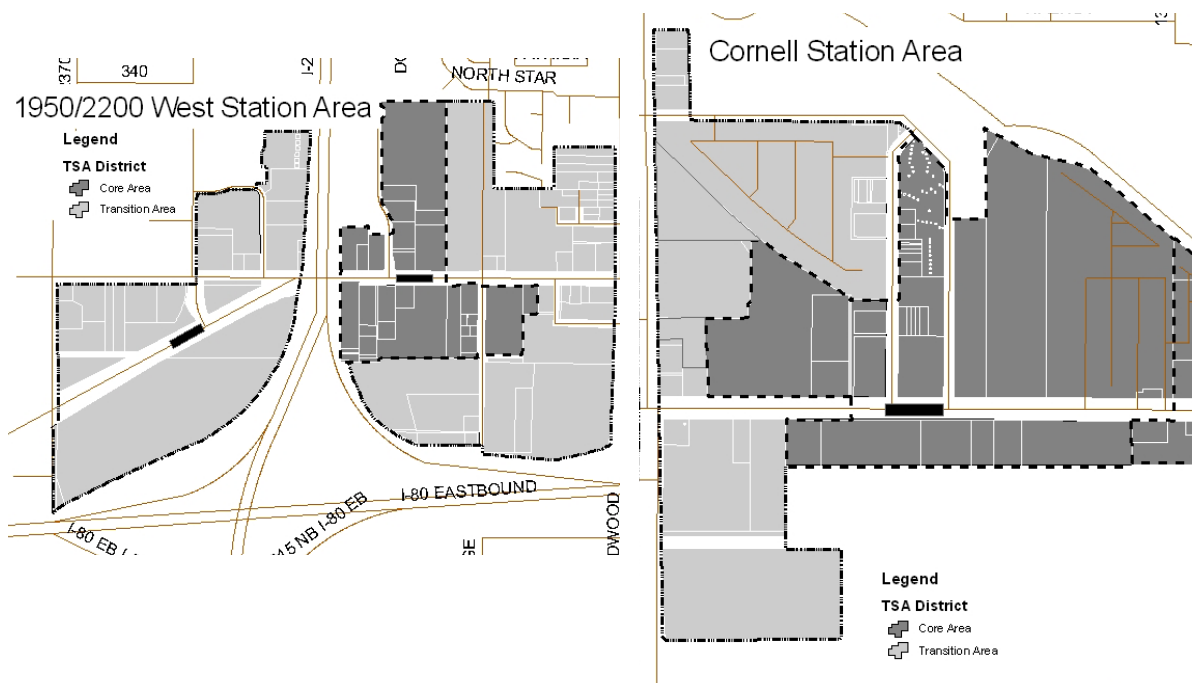
2. **Urban Neighborhood Station:** An evolving and flexible development pattern defines an Urban Neighborhood Station Area. Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial changes may add density and intensity in compact building forms that blend in with the residential character of the area. 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 forms of transit, including light rail and bus service. The uses serve the surrounding neighborhood with 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 2 blocks long, with 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.

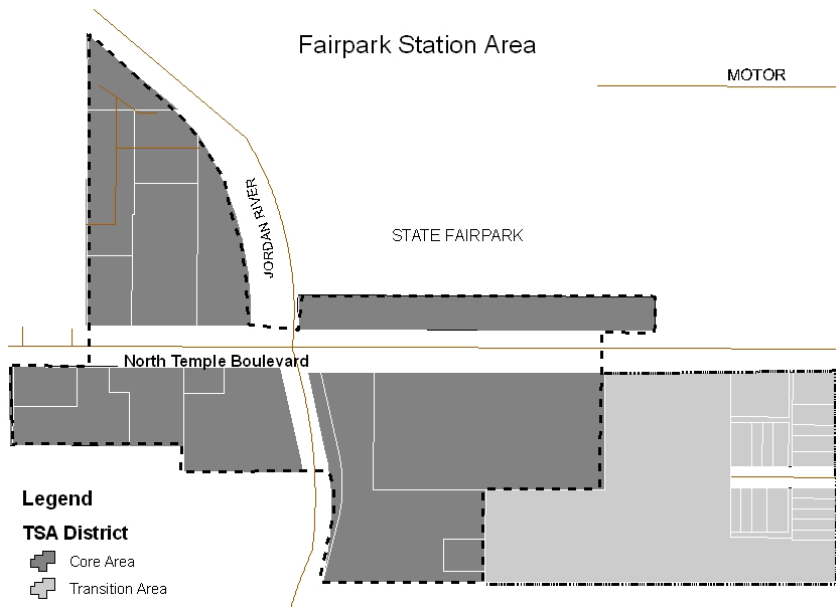
The following stations are considered to be Urban Neighborhood Stations: 800 West light rail station.



3. **Mixed Use Employment Center Station:** A Mixed Use Employment Station is an area with a high concentration of jobs which 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 types of mass transit which provides alternative modes of transportation for employees. Land uses that support the employment centers 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 Employment Stations: 1950 West, 2200 West, and the Cornell light rail stations.



4. **Special Purpose Station:** 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 attracts 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 timeframe. 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.

1. **Pre-submittal Conference:** All applicants for development within the Transit Station Area Zoning District are required to attend a pre-submittal conference with the Planning Division.
2. **Design Review Application:** After a pre-submittal conference, the developer can submit a Design 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 checklists: one for the applicants use and one for the Planning Division's use.
3. **Application Review:** All applications shall be processed as indicated below. Table 21A.26.078 C summarizes the application review process.
 - a. **Planning Commission review:** If a project is assigned a score less than 50 points, the project can only be approved by the Planning Commission through the Conditional Building and Site Design Review process in Chapter 21A.59. Once the applicant receives written notice of their score, they will be given 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 process.
 - b. **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 21A.59.060 Standards for Design Review.
 1. **Notice and Posting requirements:** Notice of the Administrative Hearing shall be done in accordance with Section 21A.10.020C. Conditional Building and Site Design Review.
 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 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.59060 Standards for Design Review.

- c. Administrative Review:** The Planning Director has the authority to approve a project scoring 100 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.26.078 C Application Review

Development Score	Review Process
0-49	Planning Commission Conditional Building and Site Design Review Process
50-99 points	Administrative Hearing Process
100 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. 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 Section 21A.50 Amendments. Each design guideline is assigned a value. Each project is required to obtain a minimum score. Development incentives are voluntary and shall be used as a reward to increase the development score producing a project that is more compatible with the applicable station area plan.

- 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 Section 21A.26.078.F and the design standards in Section 21A.26.078 H are required for 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.
- 3. Project Review:** A development score shall be assigned to all projects within the Transit Station Area zoning district. The Planning Director shall provide, in writing, a copy of the

review checklist and explanation of the outcome of the score to the applicant. If a project fails to meet the minimum design score, the Planning Director shall notify the applicant of the need to increase the design score to the minimum level in order to proceed with the project.

4. **Appeals:** An Applicant may appeal the development score to the Planning Commission. In hearing the appeal, the Planning Commission shall hold a public hearing in accordance with section 21A.10.030. In deciding the appeal, the Planning Commission shall base its decision on its interpretation of the design guidelines, the development score and determine whether the project complies with the goals of the applicable station area plans and the purpose 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.26.078 E 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.

Table 21A.26.078. E Prohibited Uses

Use	Urban Center		Urban Neighborhood		Mixed use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
Ambulance services, dispatching, staging and maintenance	X	X	X	X	X	X	X	X
Animal Pound	X	X	X	X	X	X	X	X
Auto, truck, and RV Repair, Sales and/or Service (minor or major)	X	X	X	X	X	X	X	X
Auto salvage and recycling	X	X	X	X	X	X	X	X
Bus yards and repair facilities	X	X	X	X	X	X	X	X
Car washes	X	X	X		X		X	X
Cemeteries, any type	X	X	X	X	X	X	X	X
Chemical Manufacturing	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 facilities, any size	X	X	X	X	X	X	X	X
Concrete manufacturing	X	X	X	X	X	X	X	X
Contractors yard	X	X	X	X	X	X	X	X
Electric Generation facility; excluding solar, wind, or other similar renewable energy generation	X	X	X	X	X	X	X	X
Detached single family dwelling	X		X		X		X	
Drive-through windows and service	X	X	X	X	X	X	X	X
Heavy Equipment rental, repair and sales	X	X	X	X	X	X	X	
Explosive Manufacturing	X	X	X	X	X	X	X	X
Extractive industries	X	X	X	X	X	X	X	X
Flammable liquids or gases, heating fuel distribution	X	X	X	X	X	X	X	X
Gas Stations	X	X	X		X		X	
Heavy Industrial	X	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
Incinerators, for any purpose	X	X	X	X	X	X	X	X
Jails	X	X	X	X	X	X	X	X
Kennel	X	X	X	X	X	X	X	X
Landfills, any type	X	X	X	X	X	X	X	X
Manufactured/mobile home sales and service	X	X	X	X	X	X	X	X
Mini Storage facilities	X		X		X		X	
Outdoor storage including storage of vehicles associated with a business, but not intended to include outdoor retail sales areas	X	X	X	X	X	X	X	X
Outdoor Storage	X	X	X	X	X	X	X	X
Pawnshops	X	X	X	X	X	X	X	X
Railroad Freight Terminal Facility	X	X	X	X	X	X	X	X
Recycling processing center	X	X	X	X	X	X	X	X
Rock, sand and gravel storage and distribution	X	X	X	X	X	X	X	X
Sewage Treatment facility	X	X	X	X	X	X	X	X
Sexually oriented business	X	X	X	X	X	X	X	X
Solid waste transfer station	X	X	X	X	X	X	X	X
Stable, public or private	X	X	X	X	X	X	X	X
Truck Stops	X	X	X	X	X	X	X	X
Truck freight terminal	X	X	X	X	X	X	X	X
Warehouse as a primary use	X	X	X	X	X		X	
Wholesale distributors	X	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 21A.26.078.C Prohibited Uses, shall be considered a legal non-conforming use. A structure legally existing at the time this ordinance was adopted, but not conforming to the standards in this chapter, shall be considered a legal non-complying structure. Any legal nonconforming use or legal non-complying structure is subject to Chapter 21A.38.

G. Development Standards: 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 create a reasonably continuous building edge which defines the exterior spatial enclosure of the street or open space. With some exceptions, buildings line a street at or near the public right-of-way to the greatest extent possible. The dimensional requirements in Table 21A.26.078.D apply to all new buildings and developments as well as additions to existing buildings. The following development standards apply to the Core and Transition Areas of all station areas:

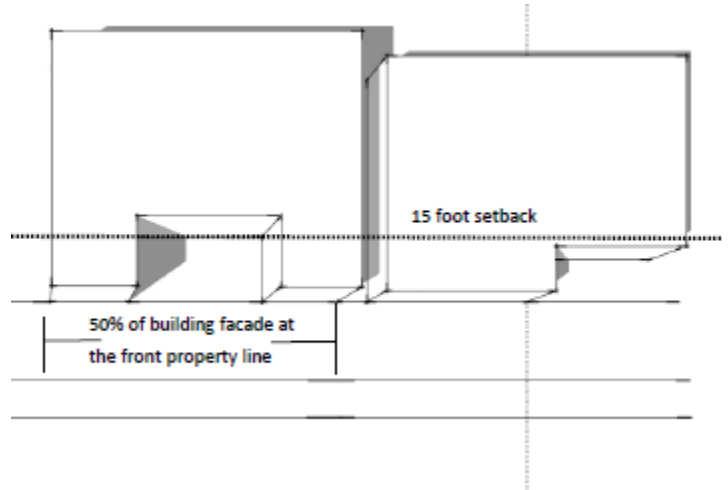
1. **Building Height:** Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development and the composition of the urban form of the block. Minimum building heights in the Core Area relate to the width of the street, with a minimum ratio of one (1) foot of building height for every three (3) feet of street width. Building height is measured from the finished grade to the highest point of the building. The following exceptions apply:
 - a. The minimum building height applies to all structures that are adjacent to a public or private street.
 - b. Elevator shafts, parapet walls, and other projections are permitted subject to section 21A.36.020C Height Exception.
 - c. Projects that achieve a Development Score that qualifies for administrative review is eligible for an increase in height. The increase shall be limited to one story of inhabitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building.
2. **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.
 - a. **Front Yard Setback:** 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 with the space not dedicated to active outdoor use completely landscaped.

Walls up to three feet in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.

b. North Temple

Boulevard: The front yard setback along North Temple Boulevard shall be 15 feet for a minimum of 50% of the width of the street facing facade. Up to 50% of a street facing façade 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 useable public space or use. Setbacks over 15 feet are not allowed.

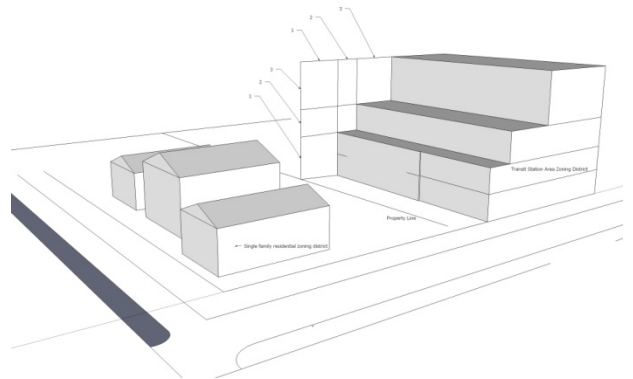


c. Side yard Setback:

1. Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to section 21A.26.078 J.
2. **Side yard setback when adjacent to a single family or two family zoning district:**
 - a. A minimum of 25 feet in the Core area.
 - b. 15 feet in the Transition area.
3. **Side yard setback when adjacent to other uses or districts:** No minimum side yard required.

d. Rear yard Setback:

1. **Core Area:** if a structure is located adjacent to a single family or two family residential zoning district, the rear setback shall be equal to the height of the building on the subject property in the Transit Station Area District. Buildings may be stepped so taller portions of a building are further 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. When a public alley is



between the two properties, the width of the alley may be counted towards the setback.

2. Transition Area: A minimum of 25 feet.

3. Minimum Lot Area:

- a. The minimum lot area applies to all new subdivisions of land.
- b. Any legally existing lot may be developed without having to comply with the minimum lot size requirements.

Table 21A.26.078 D Dimensional Requirements

		Min. Height- feet ²	Max. Height- feet	Min. Front Yard	Max Front Yard	Min Side yard ¹	Min Rear yard ¹	Minimum Lot Coverage for Structures	Minimu m Lot Size (square feet)
Urban Center	Core	30	90 ³	0	15	0	0	70%	5,000
	Transition	25	60	0	15	0	0	50%	1,500
Urban Neighborhood	Core	25	75	0	10	0	0	70%	5,000
	Transition	0	50	0	10	0	0	50%	1,000
Mixed-Use Employment Station	Core	25	75	0	15	0	0	60%	5,000
	Transition	0	60	0	15	0	0	50%	1,500
Special Purpose	Core	25	75	0	25	0	0	60%	10,000
	Transition	0	60	0	25	0	0	50%	1,500

Notes:

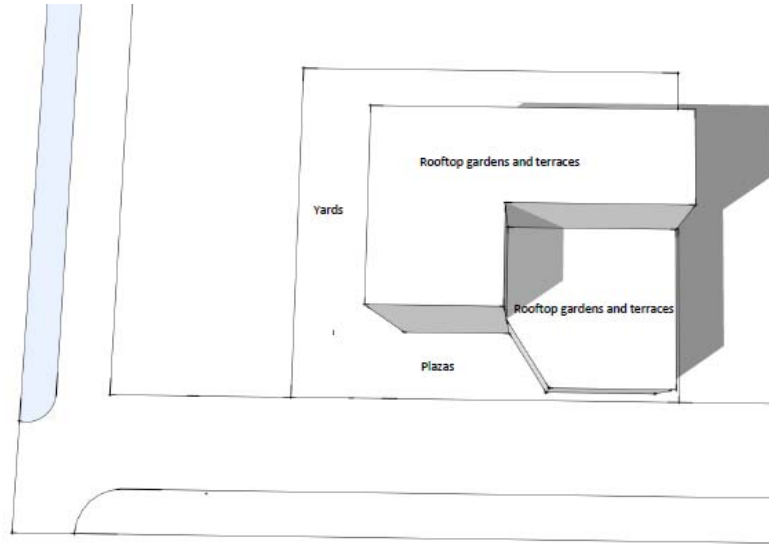
1. Reference 21A.26.078.F.2 for specific standards.
2. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
3. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include inhabitable space.

4. Minimum Lot Coverage: The intent of the minimum lot coverage is to ensure compact development.

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

a. Core Area:

1. 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.
2. A minimum of 10% of the land area up to 5,000 square feet.



b. Transition Area:

1. 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.
2. The minimum open space requirement is 10% of the land area up to 2,500 square feet.

c. Access to Open Space: 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 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 Requirements.

H. Residential Densities:

1. **Core Area:** No maximum.
2. **Transition Area:** No maximum.

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

- J. **Design Standards:** Design standards represent the fundamental characteristics of a transit oriented district and the basic design elements required for a successful transit station area. The purpose of the design standards is to honestly express the buildings functional, internal organization and/or structure. 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. 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, surveillance

opportunities on the street and public open spaces and framing the street by bringing portions of buildings up to the sidewalk. The following design standards are mandatory and apply to the Core and Transition Areas of all station areas:



1. **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 30 feet 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 12 inches.
2. **Ground Floor Building Materials:** Other than ground windows and doors, 80% of the remaining ground floor wall area shall be clad in durable materials such as brick, masonry, textured or patterned concrete and/or cut stone.
3. **Ground Floor Glass and Transparency:** All street facing elevation of development shall be designed so that the first floor street facing façade has at least 60% clear glass between three and eight feet above grade to allow pedestrians to view activities inside the building or lighted display windowed. There must be visual clearance behind the glass for a minimum of two feet (2'). Three dimensional display windows at least two feet 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 with some 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:
 - a. The requirement would negatively impact the historic character of the building, or
 - b. The requirement would negatively impact the structural stability of the building.
 - c. The ground level of the building is occupied by residential uses, in which case the 60 percent (60%) glass requirement may be reduced to 40 percent (40%).

Any appeal of an administrative decision made pursuant to this subsection may be made to the Planning Commission.

4. **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 non-residential uses should be located at an average of 75 feet or less. Provide at least one operable building entrance per elevation facing a public street. 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.

5. **Ground Floor Residential Uses:** The interior floor elevation of ground floor residential units in the Core Area shall be a minimum of two feet and a maximum of five feet 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.
6. **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:
 - a. The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, 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 60 feet from a property line adjacent to a public street or sidewalk.
 - b. 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.
 - c. The levels of parking above the second level shall be designed to effectively screen the vehicles.
 - d. Below grade parking structures for structures with ground floor residential uses may extend a maximum of five feet above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).
7. **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 that house equipment necessary for the required public utilities, such as electrical, water, sewer, or similar utility are permitted in any side or rear yard.
8. **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

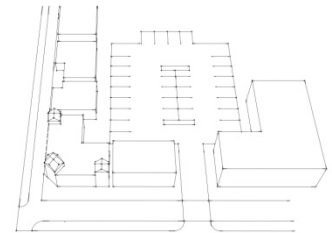
foot higher than the object being screened. Dumpsters must be located a minimum of 25 feet from a single or two family residential zoning district.

K. 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 towards the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained.

L. Parking: The purpose of this section is to provide a reduction in parking to development within the zoning district. The off street parking requirements reflect the proximity to transit, the walkable environment that is desired within a transit station area and the intensity of development, mix of uses and the reduced automobile use associated with transit. New uses and development within this district shall comply with the requirements of this section.

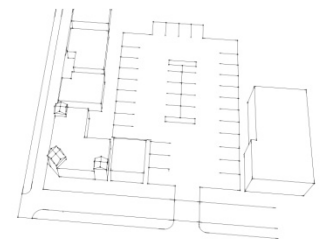
1. Surface parking in the Core Area: Surface Parking lots in the Core area are required to be located behind the principal building or to the side of a principal building. When located to the side of a building, the parking lot shall be:

- a. Set back a minimum of 30 feet 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.
- b. Screened with a landscaped hedge or wall that is at least 36 inches above grade and no taller than 42 inches above grade. Landscaping berms are not permitted.
- c. The parking lot shall be no wider than what is required for one row of parking and drive aisle as indicated in Table 21A.44.020.



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

- a. 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 (5) feet of a property line adjacent to a street, the parking lot shall be setback a minimum of 8 feet. 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.
- b. Screened with a landscaped hedge or wall that is at least 36 inches above grade and no taller than 42 inches above grade. Landscaping berms are not permitted.



3. **Walkways Through Parking Lots:** Parking lots with more than 15 stalls 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 3 drive aisles. Walkways shall be curb separated from the parking areas and a minimum of 5 feet wide. Vehicles shall not overhang the walkway. Where possible, parking lot landscaping requirements in 21A.48 shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a cross walk that is clearly identified by a change in color, material, or similar technique shall be used.
4. **Other Applicable Standards:** All other standards in section 21A.44 shall apply.

M. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this Zoning Ordinance, this Chapter 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.

N. Developments over five (5) acres: 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. These standards are in addition to all other applicable standards. In situations where the standards in this section conflicts with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres. A development over 5 acres will go through the review process based on the lowest development score assigned to an individual building in the development.

1. **Block Layout:** The intent of regulating blocks is to create a development pattern where all principal buildings have their primary façade 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:
 - a. The maximum perimeter dimension of any block is 1600 feet. The maximum length of any individual block face shall be 440 feet.
 - b. The maximum perimeter dimension may be increased up to 2400 linear feet and the maximum length of any block face increased up to 600 feet provided a midblock pedestrian network is included. The midblock pedestrian network must be a minimum of 20 feet wide and include pedestrian amenities such as lighting, benches, and other similar features. The midblock walkway shall connect to at least two block faces or be extended to the property line to allow for future extension. Standards 21A.26.078 H1-3 apply to building walls adjacent to a midblock walkway.

2. **Housing Proximity to Transit:** Developments that include housing should cluster the housing so a minimum of 50% of the housing is located with ¼ mile walking distance of a transit platform.
3. **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 travel ways 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 that provides space for pedestrians, bicyclists and automobiles.
4. **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 reduce 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.
 - a. Access points located on public streets intended for vehicles shall be spaced a minimum of 100 feet apart.
 - b. No property shall have more than one vehicle access point for every 200 linear feet of frontage on a public street.
 - c. No access drive shall be greater than 24 feet wide.
 - d. The location of all vehicle access points are 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.
5. **Internal Circulation:** Internal circulations 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 travelling from public spaces to bicycle parking areas within a site. The internal circulation system shall be designed to move vehicles at speeds of 20 miles per hour less.
 - a. All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in 21A.44.020.
 - b. 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 the public right of ways.
 - c. 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 200 feet apart, measured from centerline to centerline.

- d. 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.).
 - e. 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 store fronts.
 - f. A coordinated system of bicycle paths should be provided.
 - g. 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.
6. **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 travel ways 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.
7. **Parking:** Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted towards the applicable off-street parking standard when provided on private streets. All parking areas and stalls must comply with the parking lane widths identified in Table 21A.26.078 L.
8. **Open Space:** In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to non-permeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.
- a. In the Core and Transition Areas of all Station Areas, a minimum of 10% of the site, up to 15,000 square feet, shall be devoted to open space. Usable open space includes landscaped areas, plazas, outdoor dining areas, terraces, roof top gardens, storm water retention areas, and any other similar type of area.
 - b. Connectivity to adjacent open space: When adjacent to public open space, parks, trails and pathways, open space on developments over 5 acres in size are encouraged to provide access to the public open spaces.
9. **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.

- 10. Sustainable Developments:** Developments that are pre-certified as LEED Gold ND by the US Green Building Council shall be assigned the minimum development score required for Administrative Review pursuant to section 21A.26.078.C.3 provided all other development standards in this chapter are complied with.

**Necessary amendments for parking ratio standards:
(Underlined text would be new additions to the existing text to the specific section)**

21A.44.040 Transportation Demand Management

C. Special Minimum And Maximum Parking For Certain Districts: The regulations of this subsection are intended to reduce traffic volumes, energy consumption, pollution and encourage multi-modal transit in certain zoning districts by reducing the minimum number of parking spaces required, and in some cases, limiting the maximum number of parking spaces allowed. The districts subject to these special controls are districts where alternative forms of transportation exist. The districts subject to these special controls shall be subject to the requirements of section 21A.44.060 of this chapter, only to the extent specifically established in this subsection.

8. TSA District

- a. There are no minimum off-street parking requirements in the Core Area as identified in section 21A.26.078.
- b. The minimum off-street parking requirement in a Transition Area as identified in section 21A.26.078 shall be equal to 50% of the requirement in section 21A.44.060..
- c. The maximum off-street parking allowed shall be as follows:
 - i. Residential Uses: one stall per dwelling unit in the Core Area and 1.5 stalls per dwelling unit in the Transition Area.
 - ii. All other uses: 3 stalls for every 1,000 square feet of net floor space in the Core and Transition Area.
 - iii. Mixed use Developments: the maximum off-street parking requirements for mixed use developments shall be calculated based on the above ratio for each different type of use that may occupy the building.

Necessary Amendments for signs:

Amendment to existing zoning regulations for signs (proposed changes are underlined): The only changes are to add the district name to this section. The sign regulations in TC-75 will be applied to the TSA zoning district):

21A.46.095: SIGN REGULATIONS FOR TRANSIT CORRIDOR AND TRANSIT STATION AREA DISTRICTS:

The following regulations shall apply to signs permitted in transit corridor and transit station districts. Any sign not expressly permitted by these district regulations is prohibited.

A. Sign Regulations For The TC-75 Transit Corridor District and TSA Transit Station Area District:

1. Purpose: Sign regulations for the TC-75 and TSA districts are intended to provide for appropriate signage oriented primarily to pedestrian and mass transit traffic.
2. Applicability: Regulations in subsection A3 of this section shall apply to all lots within the TC-75 and TSA districts.
3. Sign Type, Size And Height Standards:

STANDARDS FOR THE TRANSIT CORRIDOR DISTRICT (TC-75) AND TRANSIT STATION AREA

Types Of Signs Permitted	Maximum Area Per Sign Face	Maximum Height Of Freestanding Signs ¹	Minimum Setback ²	Number Of Signs Permitted Per Sign Type	Limit On Combined Number Of Signs ³
Awning/canopy signs	1 square foot per linear foot of storefront (sign area only)	See note 1	May extend 6 feet from face of building, but no more than 2 feet from back of curb ⁶	1 per first floor door/window street frontage	None
Construction sign	64 square feet	12 feet	5 feet <u>or on</u> construction fence	2 per building	None
Flat sign (general building orientation)	1.5 square feet per linear foot of building face ⁵	See note 1	n/a	1 per building face	None
Flat sign (storefront orientation) ⁴	1.5 square feet per linear foot of store frontage ⁵	See note 1	n/a	1 per business or storefront	None
Marquee sign	Subject only to subsection 21A.46.0700 of this chapter			1 per storefront	None
Monument sign	100 square feet	12 feet	None	1 per street frontage	
Nameplate, identifying building name	3 square feet	8 feet	n/a	1 per building	None
New development sign	80 square feet	12 feet	5 feet	1 per development	None
Political sign	32 square feet	8 feet	5 feet	No limit	None
Private	8 square feet	4 feet	5 feet	No limit	None

directional sign					
Projecting business storefront sign	4 square feet per side; 8 square feet total	See note 1. Sign face limited to 2 feet in height	May extend 4 feet from the face of the building, but no more than 2 feet from back of curb ⁶	1 per business entry to the street	None
Projecting parking entry sign	4 square feet per side; 8 square feet total	See note 1. Sign face limited to 2 feet in height	May extend 4 feet from the face of the building, but no more than 2 feet from back of curb ⁶	1 per driveway or parking lot entry	None
Public safety sign	8 square feet	6 feet	5 feet	No limit	None
Real estate sign	64 square feet	12 feet	5 feet	1 per building	None
Window sign	25% of total frontage window area per use	See note 1	n/a	No limit	None

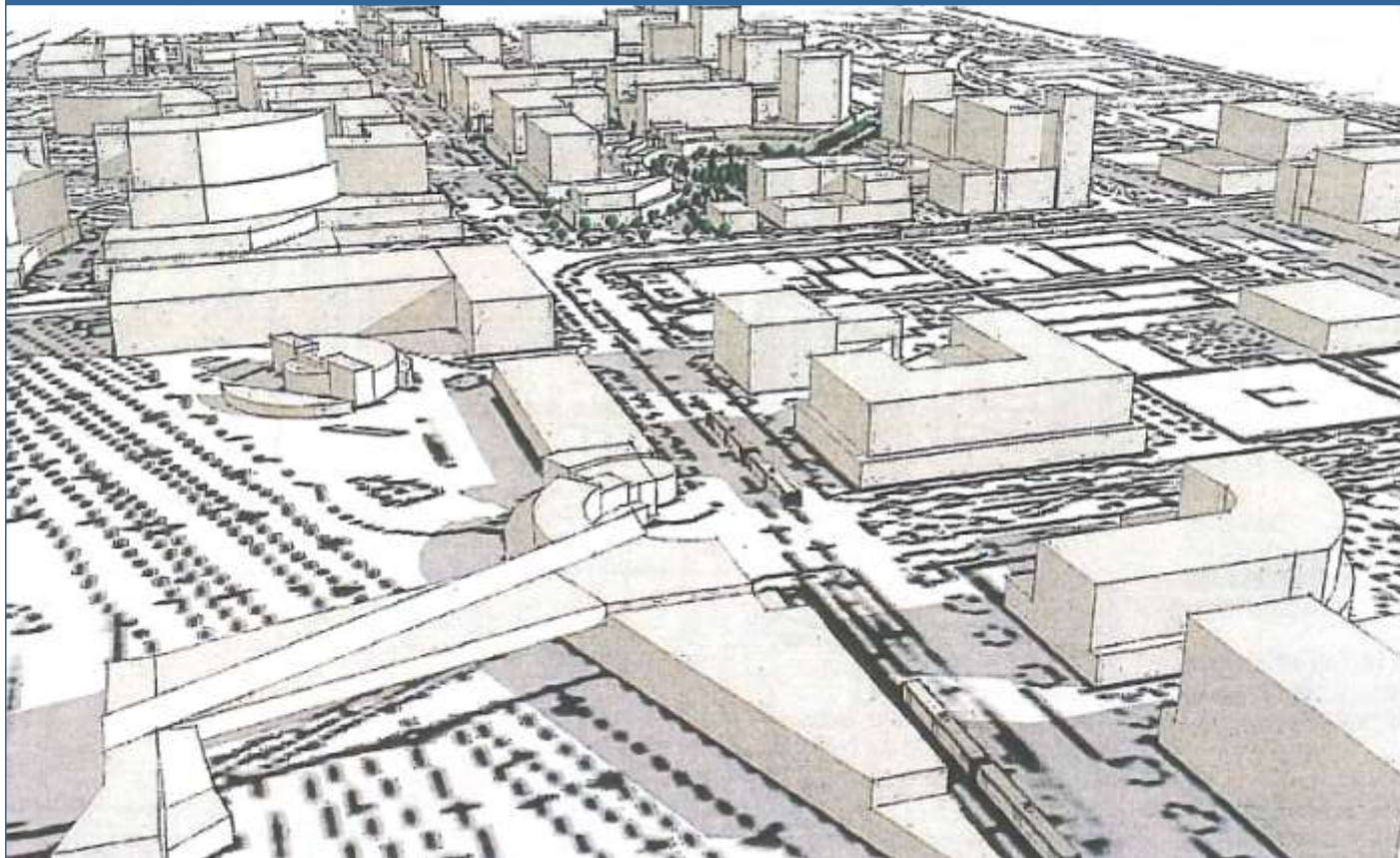
Notes:

1. For height limits on building signs, see subsection [21A.46.070J](#) of this Chapter.
2. Not applicable to temporary signs mounted as flat signs.
3. The total number of signs permitted from the sign types combined.
4. Storefront flat signs limited to locations on the lower 2 floors.
5. A single tenant building may combine the square footage total of both the storefront orientation and the general building orientation flat signs to construct 1 larger sign.
6. Public property lease and insurance required for projection over property line.

Attachment B

Transit Station Area Development Guidelines

Transit Station Area Development Guidelines



Transit Station Area Development Guidelines

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Transit Station Area Development Guidelines

Development around Transit Stations

Transit-oriented development 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 transit-oriented development 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 (TOD) 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.

The intent of the Transit Station Area Development Guidelines is to reward high quality, desired development by allowing for a quicker review process.

How to use the Development Guidelines

These development guidelines are to be used by the City to establish the review process for each project. While the guidelines are voluntary, incorporate them decreases the approval timeframe 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 included 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 is based on the development score. A series of tiers has 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. Because a public hearing is held, the decision made at an Administrative Hearing can be appealed to the Planning Commission.

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

Review Process

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

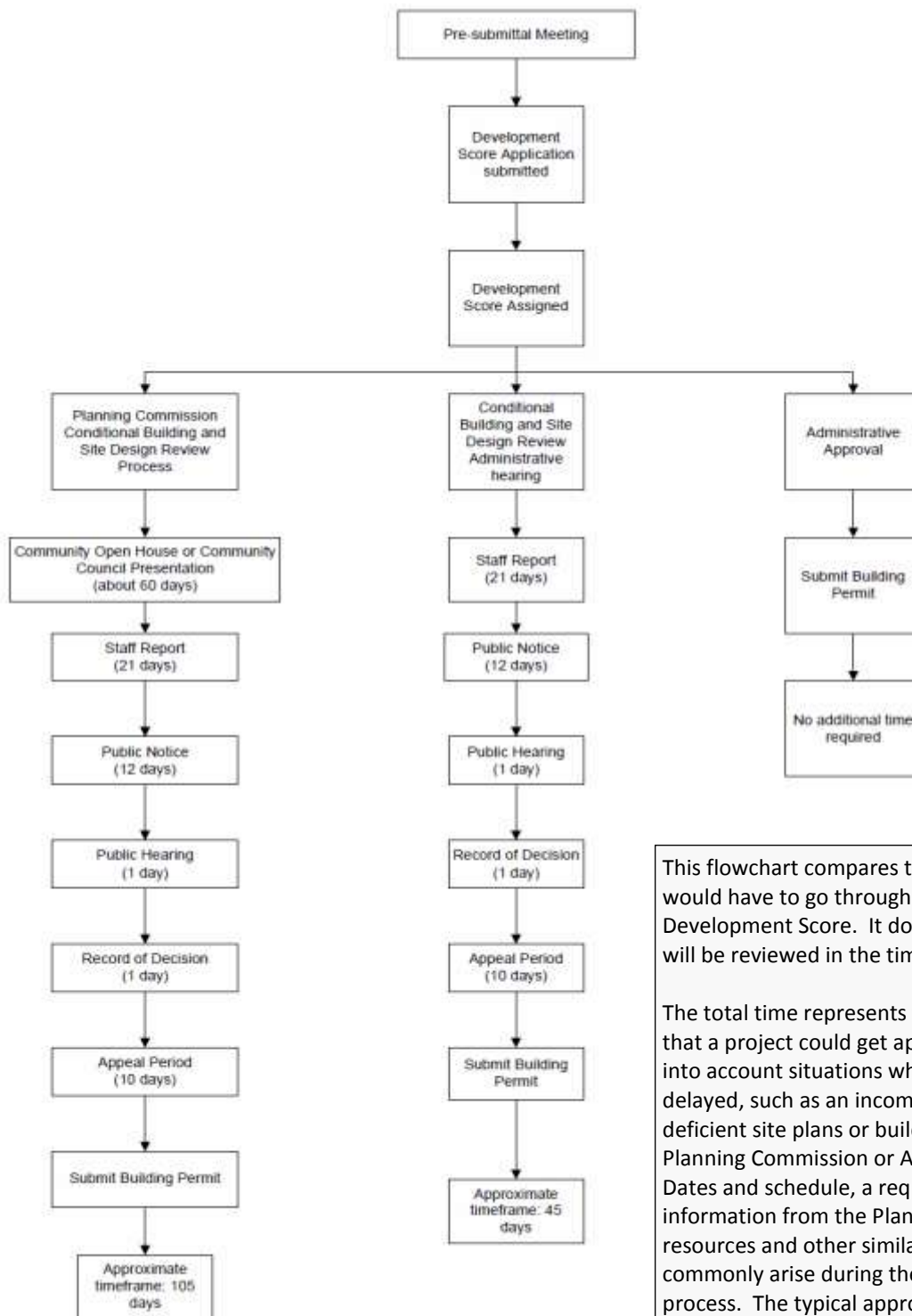
* The timeframes are estimates. Variables such as an incomplete application, lack of information, time until next available community council meeting or public hearing, and appeals may impact the estimated time frame for approval.

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 flowchart 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 or Administrative Hearing 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;
- An exterior alteration to a property located in a local historic district or designated as a local landmark that is reviewed and approved by the Historic Landmark Commission;
- A project with 100% of its off street parking being located in an above grade parking structure;
- A project with at least 75% of its off street parking requirement being located in an underground parking structure;
- 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

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 up to 80% of the allowable building height.
- c. Buildings with a floor area ratio of 3 or more.



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

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

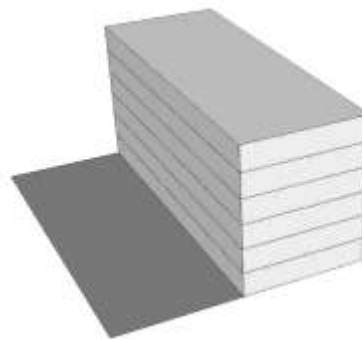
- a. More than 30 dwelling units per acre.
- b. Buildings that are up to 70% of the allowable building height.
- c. Buildings with a floor area ratio of 2 or more.



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

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

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



This model demonstrates a floor area ratio of 3. The 6 story building covers 1/2 of the lot area. A building that covered 100% of a lot would have to be 3 stories to have a floor area ratio of 3.

Density and Intensity of Use (cont.)

B. Transition Area Guidelines

1. A project that meets at least one of the following requirements shall have 12 points added to its score:

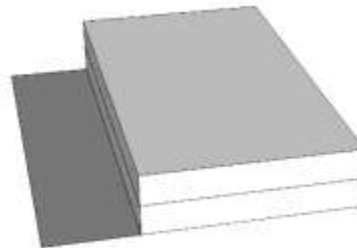
- a. More than 25 dwelling units per acre.
- b. Buildings that are up to 80% of the allowable building height.
- c. Buildings with a floor area ratio of 2 or more.



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

2. A project that meets at least one of the following requirements shall have 8 points added to its score:

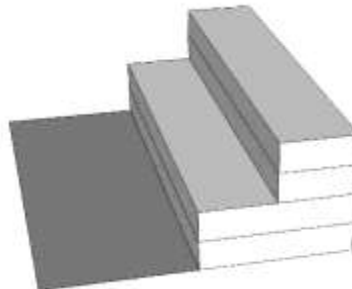
- a. More than 20 dwelling units per acre.
- b. Buildings that are up to 70% of the allowable building height.
- c. Buildings with a floor area ratio of 1.5 or more.



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

3. A project that meets at least one of the following requirements shall have 5 points added to its score:

- a. More than 15 dwelling units per acre.
- b. Buildings with a floor area ratio of 1 or more.



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

2. 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 active use than what the floors above are used for, the following points shall be added to the development score:

1. 100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above. 10 points
2. 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 points.
3. 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 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.



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



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



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.

3. Mixed Income Housing

Projects that include housing for a mix of income levels are encouraged. For the purpose of this incentive, mixed income housing is a project that includes market rate housing as well as affordable housing, which is no more than 80% of the median household income. In order to obtain the points in this incentive, an applicant must include legally binding documentation that the affordable housing portion of the project will remain at that level for a period of at least 15 years.

A. A project that includes affordable housing (available to those with 80% or less of the median household income of the City) for sale or lease shall have the following number of points added to the development score:

1. 33% or more of the dwelling units: 30 points.
2. 20% or more of the total dwelling units: 15 points.
3. 10% or more of the dwelling units: 10 points.

This guideline applies to the Core and Transition Area.



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.

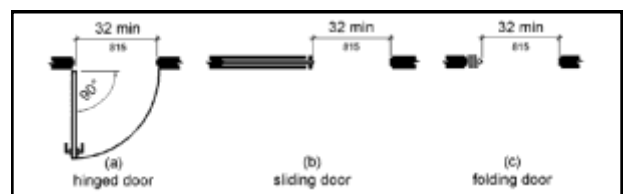
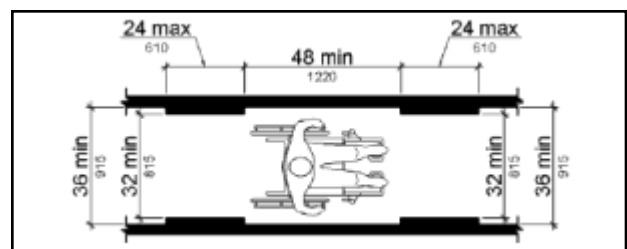
This guideline applies to the Core and Transition Area



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.

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



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



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



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

7. Redevelopment of Nonconforming Use and Noncomplying buildings

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

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

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

This guideline applies to the Core and Transition Area



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 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 points.
2. 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.
3. 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.

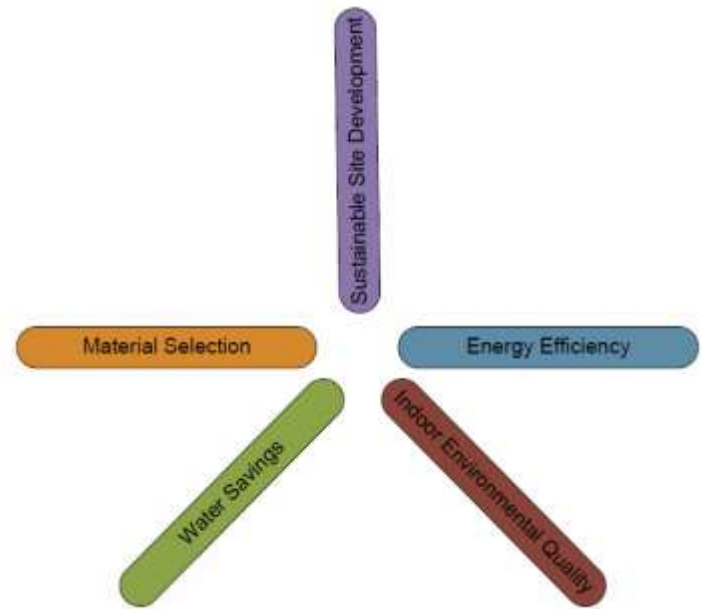
10. LEED Certification

Buildings that can be pre-certified by the US Green Building Council as a LEED (Leadership in Energy and Environmental Design) certified building or other nationally recognized organizations with a mission to promote sustainability and that have a rating system for buildings are encouraged. If using a system other than LEED, the organizations ranking system must be reviewed and approved by the Planning Director.

A. A project pre-certified by the US Green Building Council or comparable entity as a LEED or similar project shall have points added to the development score:

1. Platinum or comparable level: 50 points.
2. Gold or comparable level: 40 points.
3. Silver or comparable level: 20 points.

This guideline applies to the Core and Transition Area.



LEED promotes sustainability by recognizing performance in 5 categories



City Creek Center is a pilot project for the LEED ND category that benefits from being located adjacent to a TRAX station.



The main terminal at Salt Lake Central Station is a LEED Certified building.

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 capable of producing 100% of its power through renewable sources as documented by a licensed engineer: 50 points.
2. The project is capable of producing 50% of its power through renewable sources as documented by a qualified, licensed engineer. 25 points
3. The project is capable of producing 25% of its power through renewable sources as documented by a qualified, licensed engineer. 10 points
4. The project is capable of producing 10% of its power through renewable sources as documented by a qualified, licensed engineer. 5 points
5. 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 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, awnings, projections, reveals, belt courses, changes in building material, pattern and other elements on all four sides of the building.

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.



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



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

13. Historic Preservation

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

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

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

1. Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site: 40 points.
2. National Register: State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits: 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.

This guideline applies to the Core and Transition Area.



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. Other materials, such as stucco, are acceptable when used as a trim feature. 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. The entire street facing façade, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above: 15 points.
2. 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 above: 10 points.

This guideline applies to the Core and Transition Area.



High quality and durable buildings are encouraged.



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



Synthetic stucco systems 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.

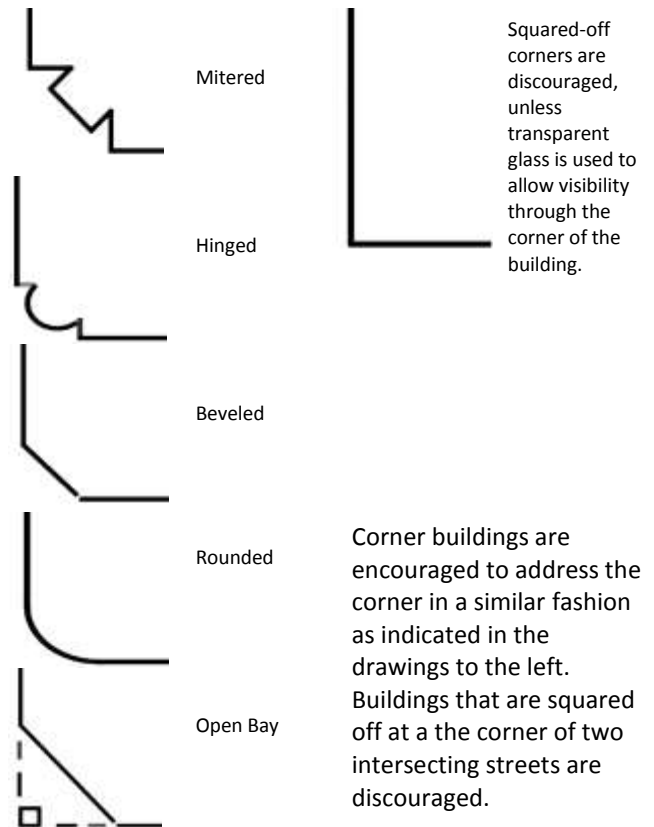


The tallest portion of this building is placed at the corner to make it more prominent.

A. Buildings located on the corners of intersecting streets that address both streets shall have the following number of points added to the design score:

1. When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature: 10 points.
2. A corner building is designed with a visual emphasis placed on the corner to make the building more prominent. This may include additional height, a change in material, or change in architectural detail: 10 points.

This guideline applies to the Core and Transition Area.



This building uses a rounded corner to address the intersection.

16. Rooftop Design and Use

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

A. A project that incorporates a rooftop use shall have the following points added to the design score:

1. A rooftop of a building is used as a common space for the building occupants. 6 points.
2. A roof includes at least one of the following design features: 5 points
 - Two or more sloping planes 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.



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

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

This Guideline applies to the Core and Transition Area.



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

17. Eyes on the Street and Public Spaces

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

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

1. Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space: 5 points.

This guideline applies to the Core Area and Transition Area.



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



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



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

18. Lighting

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

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

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

This guideline applies to the Core and Transition Area.



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



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

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



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

19. Signs

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

A. Signs that meet the intent of this guideline shall have the following points added to the development score:

1. A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign): 2 points.
2. An awning or canopy sign that is integrated into the design of the building: 2 points.
3. A monument sign that is integrated into the site and compatible with the building architecture: 2 points.

This guideline applies to the Core and Transition Area.



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

Shared public spaces, plazas adjacent to public spaces and other similar open spaces: 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. Active, outdoor uses include plazas, outdoor dining, rooftop terraces, playgrounds, community gardens, and patios at grade. This guideline applies to those projects that include more open space than what is required by the zoning ordinance.

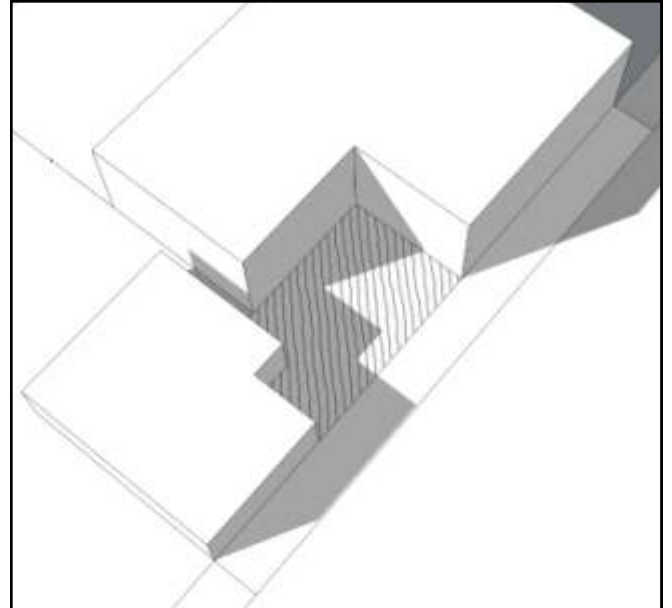
A. Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way, shall have the following number of points added:

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.



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 refuse containers are just a few of the amenities that are encouraged to be included in open spaces.

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

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

This guideline applies to both the Core and Transition Areas.



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 shall have the following points added to the design score:

- At least 1% of the project budget is dedicated to public art: 8 points.
- At least 0.5% of the project budget is dedicated to public art: 4 point.
- A major piece of art work is commissioned and incorporated into the project so that it is visible from a public space: 2 point.



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.

This guideline applies to the Core and Transition Area.



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



Incorporating art work into a project is encouraged.

Circulation

Guidelines

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

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

23. Connections and Walkways

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

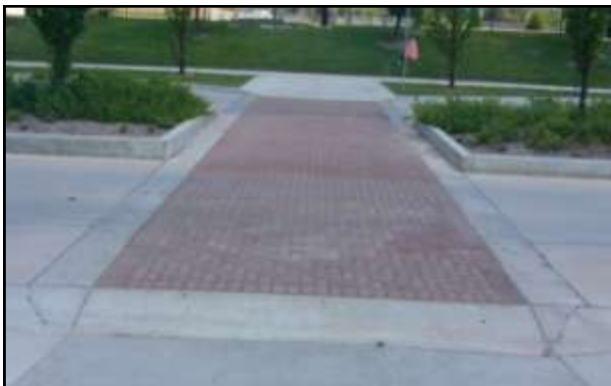
A. Projects that include connections and walkways from buildings, parking lots and private open space to public spaces, shall have the following number of points added to their development score:

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

This guideline applies to the Core and Transition Area.



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



This different paving in this cross walk makes it more visible.



Walkways can connect development to open spaces.

24. Bicycle Amenities

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

A. A project that includes bicycle parking amenities in addition to what is already required in the zoning ordinance shall have the following points added to the development score:

- 1. The project includes lockers, changing rooms for cyclists and showers: 6 points.
- 2. The project includes any bicycle amenity identified on this page: 3 points.
- 3. The project incorporates art into the design of the bicycle amenities: 3 point

This guideline applies to the Core and Transition Area.



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



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



Bicycle parking can also serve as public art.

Bicycle Amenities	
Covered, secured bicycle parking	Bicycle racks in well lit, convenient locations
Changing rooms	Lockers
Showers	Bicycle sharing programs.
Indoor storage for residents in multi-family buildings	

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 750 feet, measured along the most direct, legal walking path: 8 points.
2. Within 1500 feet, measured along the most direct, legal walking path: 4 points.

This guideline applies to the Core and Transition Area.

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



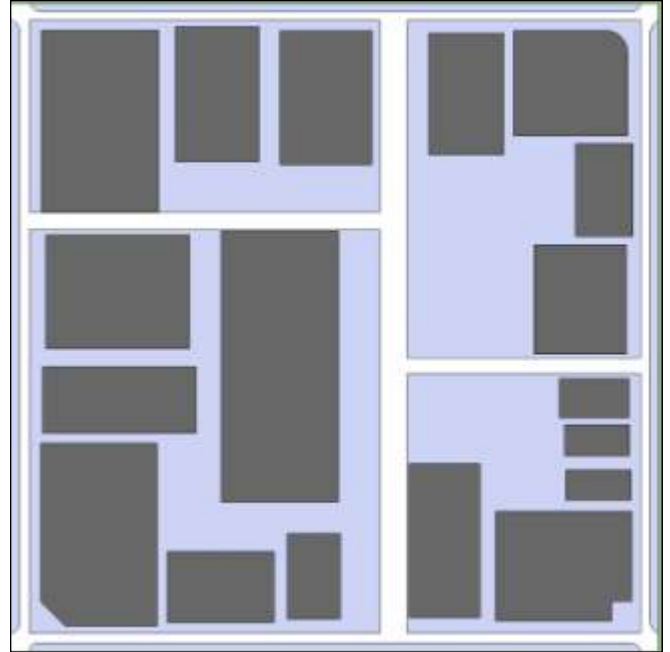
26. Mid-Block Walkways

Projects that improve the overall circulation and connectivity of a station area are encouraged. Locating a project close to a transit station, providing public walkways through a development, connecting to adjacent open space, and other similar types of connections are examples of acceptable improvements to the circulation network.

A. A development that includes mid-block walkways that meets the qualifications below shall have the following points added to the development score:

1. 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 points.

This guideline applies to the Core and Transition Area.



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



This mid block walkway provides access to a residential development. The walkway is wide enough to allow visibility into and out of the space.



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

Parking

Guidelines

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

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

27. Structured Parking

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. A project that includes structured parking shall have the following number of points added to the development score:

1. 100% of the parking is in above grade structured or 75% in a below grade structure: 50 points.
2. 75% of the parking is in an above grade structured or 50% in a below grade structure: 40 points.
3. 50% of the parking is in an above grade structure or 25% in a below grade structure: 20 points.



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.

In order to apply the points from this guideline to the development score, the above grade parking structures must be clad with a building material identified as a high quality and durable building material in the Building Material Guideline and be designed to compliment the primary building on the site. If the primary building is the parking structure, the structure must meet all of the applicable standards of the zoning ordinance.

This guideline applies to the Core and Transition Area.



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



28. Shared Parking

Developments that have peak use times at different times of the day are encouraged to share parking facilities. Shared parking reduces the amount of land required to park vehicles, reduces development costs for new development and can build beneficial relationships between different land uses.

Lease agreements that extend a minimum of 5 years are required to be submitted with the original application to qualify for the points associated with this guideline.

A. Buildings that receive approval from the Board of Adjustment to share parking with multiple uses, whether on or off site are encouraged. Shared parking calculations shall comply with the zoning ordinance. Projects that include a shared off-street parking plan shall have the following points added to the development score:

1. Projects where at least 50% of the parking is shared with other uses, whether on site or off site: 15 points.
2. Projects where at least 40% of the parking is shared with other uses, whether on site or off site: 12 points.
3. Projects where at least 25% of the parking is shared with other uses, whether on site or off site: 8 points.

Table 21A.44.060E lists the percentage of parking required at various hours of the day based on type of use.

General Land Use Classification	Weekdays			Weekends		
	Midnight-7:00 a.m.	7:00 a.m.-6:00 p.m.	6:00 p.m.–Midnight	Midnight-7:00 a.m.	7:00 a.m.-6:00 p.m.	6:00 p.m.–Midnight
College and University	15%	100%	85%	5%	50%	75%
Community Centers	0%	30%	75%	0%	100%	80%
Hotel	100%	65%	100%	100%	65%	100%
Office and Industrial	5%	100%	5%	0%	5%	0%
Places of Worship	0%	30%	50%	0%	100%	75%
Residential	100%	50%	80%	100%	75%	75%
Restaurant	50%	70%	100%	70%	45%	100%
Retail	0%	100%	80%	0%	100%	60%
Schools, elementary and secondary	5%	100%	75%	0%	25%	10%
Theater/entertainment	5%	20%	100%	5%	50%	100%

29. Alternative Vehicle Parking

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

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

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

This guideline applies to the Core and Transition Area.



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.

10. Optional Approach to “Green Building”

Develops that utilize the International Code Council National Green Building Standard and reach a performance level of silver or higher are encouraged. To qualify for these points, the applicant must submit a detailed description prepared and stamped by a licensed engineer or architect indicating how the proposal complies with the ICC National Green Building Standards. These standards are subject to review by the Salt Lake Building Official.

A. A project that meets the standards of the ICC National Green Building Standard and achieves a performance rating of silver or higher shall have the following points added to the development score:

1. Emerald: 50 points.
2. Gold: 40 points.
3. Silver: 20 points.

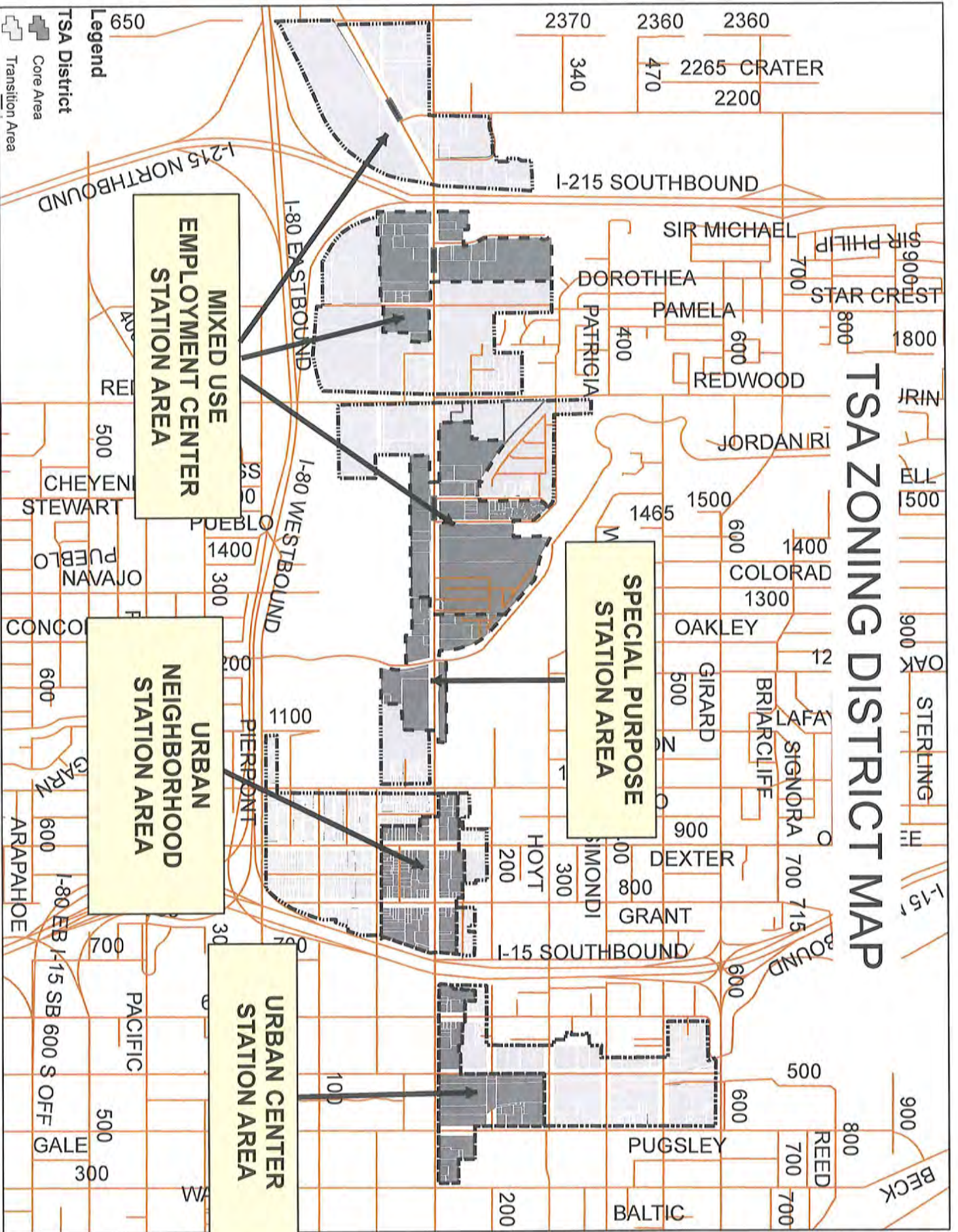
This guideline applies to the Core and Transition Area.



Attachment C

Map of TSA zoning district

TSA ZONING DISTRICT MAP



Attachment D
Public Comments

Comment Sheet

Transit Station Area Zoning District and Station Area Design Guidelines

Name:

KERRI BUXTON

Comment:

VERY EXCITED ABOUT THE
PROPOSED CHANGES!

THANK YOU.

Comment Sheet

Transit Station Area Zoning District and Station Area Design Guidelines

Name:

Mark Jacobson

Comment:

good info! Please help us preserve self storage
in this district - great need. (gateway storage & trucks)

Norris, Nick

From: Larry A. Steele [lsteel@easilink.com]
Sent: Tuesday, February 16, 2010 5:01 PM
To: Norris, Nick
Subject: North Temple Station Area Plans

Categories: Other

Nick – I received the notice hearing on Feb 24, 2010. I will not be able to attend, but did want you to know that I favor the plan generally and favor the placement of the Station at 800 West. This location would provide great access to a large area of the population. Thank you.

Larry A. Steele
804 W. 100 S.
SLC.

Norris, Nick

From: Robert Zitting [rcz999@hotmail.com]
Sent: Monday, April 19, 2010 10:42 AM
To: Norris, Nick
Subject: North Temple Blvd Open House.

Hi Nick. I received a notice of a open house regarding the North Temple Corridor. I will not be able to attend because My Wife is having a Total Knee replacement that week. My buisness is Pure Water Technologies located at 11 South Jeremy Street, just on the south side of the south temple tracks and Jeremy Street approx 850 West. It looks like my property is in the Transition area according to your map. Please let me know what the new zoning is proposed to be. From past meetings for the Euclid neighborhood redevelopment, I believe we are in medium density housing. (appartments or condos up to 4 story). If that is not true or is being changed please send me the new information. email is fine. Some color maps would be nice. We are looking forward to the redevelopment of this area and are happy to see any changes that could help us get rid of the crack houses in the area.

Robert Zitting
801-509-8462

Hotmail has tools for the New Busy. Search, chat and e-mail from your inbox. [Learn more.](#)

Attachment E

City Department/Division Comments

Norris, Nick

From: Norris, Nick
Sent: Monday, April 26, 2010 4:22 PM
To: Roolf, Becka; Young, Kevin; Weiler, Scott; Garcia, Peggy; Butcher, Larry; Itchon, Edward; Butterfield, Edward; Farrington, Bob; Nielson, Paul; Brede, Richard; Bennett, Vicki
Cc: Coffey, Cheri
Subject: Proposed new zoning district and design guidelines
Attachments: Design and Development Guidelines.pdf; Transit Station Area Zoning District April 26th version.docx

Categories: Program/Policy

Attached is a proposed new zoning ordinance and associated design guidelines for your review. The zoning ordinance would be mapped along North Temple. A map can be found within the zoning ordinance. Please review the documents and reply with any comments or input. If you have no comments, please reply to this email indicating you have no comment. Please have comments returned to me by May 4, 2010. Due to time sensitivity issues, this review is being processed rather quickly so that we can hold a public hearing on May 12, 2010. If you have any questions, please contact me.

Nick Norris AICP
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Salt Lake City Corp.
451 South State Street #406
PO Box 145480
Salt Lake City, UT 84111-5480
(801)-535-6173
Nick.Norris@slcgov.com

Norris, Nick

From: Bennett, Vicki
Sent: Friday, April 30, 2010 8:04 AM
To: Norris, Nick
Subject: RE: Proposed new zoning district and design guidelines

Categories: Other

I looked it over, Nick – everything looks good to me.

Vicki

From: Norris, Nick
Sent: Monday, April 26, 2010 4:22 PM
To: Roelf, Becka; Young, Kevin; Weiler, Scott; Garcia, Peggy; Butcher, Larry; Itchon, Edward; Butterfield, Edward; Farrington, Bob; Nielson, Paul; Brede, Richard; Bennett, Vicki
Cc: Coffey, Cheri
Subject: Proposed new zoning district and design guidelines

Attached is a proposed new zoning ordinance and associated design guidelines for your review. The zoning ordinance would be mapped along North Temple. A map can be found within the zoning ordinance. Please review the documents and reply with any comments or input. If you have no comments, please reply to this email indicating you have no comment. Please have comments returned to me by May 4, 2010. Due to time sensitivity issues, this review is being processed rather quickly so that we can hold a public hearing on May 12, 2010. If you have any questions, please contact me.

Nick Norris AICP
Senior Planner
Salt Lake City Corp.
451 South State Street #406
PO Box 145480
Salt Lake City, UT 84111-5480
(801)-535-6173
Nick.Norris@slcgov.com



Salt Lake City
Department of Airports

April 28, 2010

Nick Norris AICP
Salt Lake City Corporation
451 South State Street #406
PO Box 145480
Salt Lake City, UT 84114-5480

Dear Nick,

Thank you for sending the proposed 21A.26.078 TSA Transit Station Area District zoning ordinance and the Transit Station Development Guidelines.

Reviewing the text of these two documents, the proposed TRAX station, to be constructed adjacent to airport terminal 1, will not be subject to these regulations. The proposed ordinance clearly excludes the airport station. Section A on page 1 of the proposed TSA district states, "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." This purpose statement is in direct conflict with the purpose of the airport environment and it is agreed that the proposed zoning regulations should not apply to the future airport TRAX station located on airport property.

There is an area of airport property that should be removed from the map on page 4. The referenced map is under the chapter titled, "Mixed Use Employment Center Station." The southwestern edge of the map that is included in the 1950/2200 West Station area map is airport property. For further clarification, we prepared a map showing the area owned and controlled by the airport that should be removed from the proposed TSA zoning ordinance map.

Please contact me at 801-575-2231 if you would like further clarification.

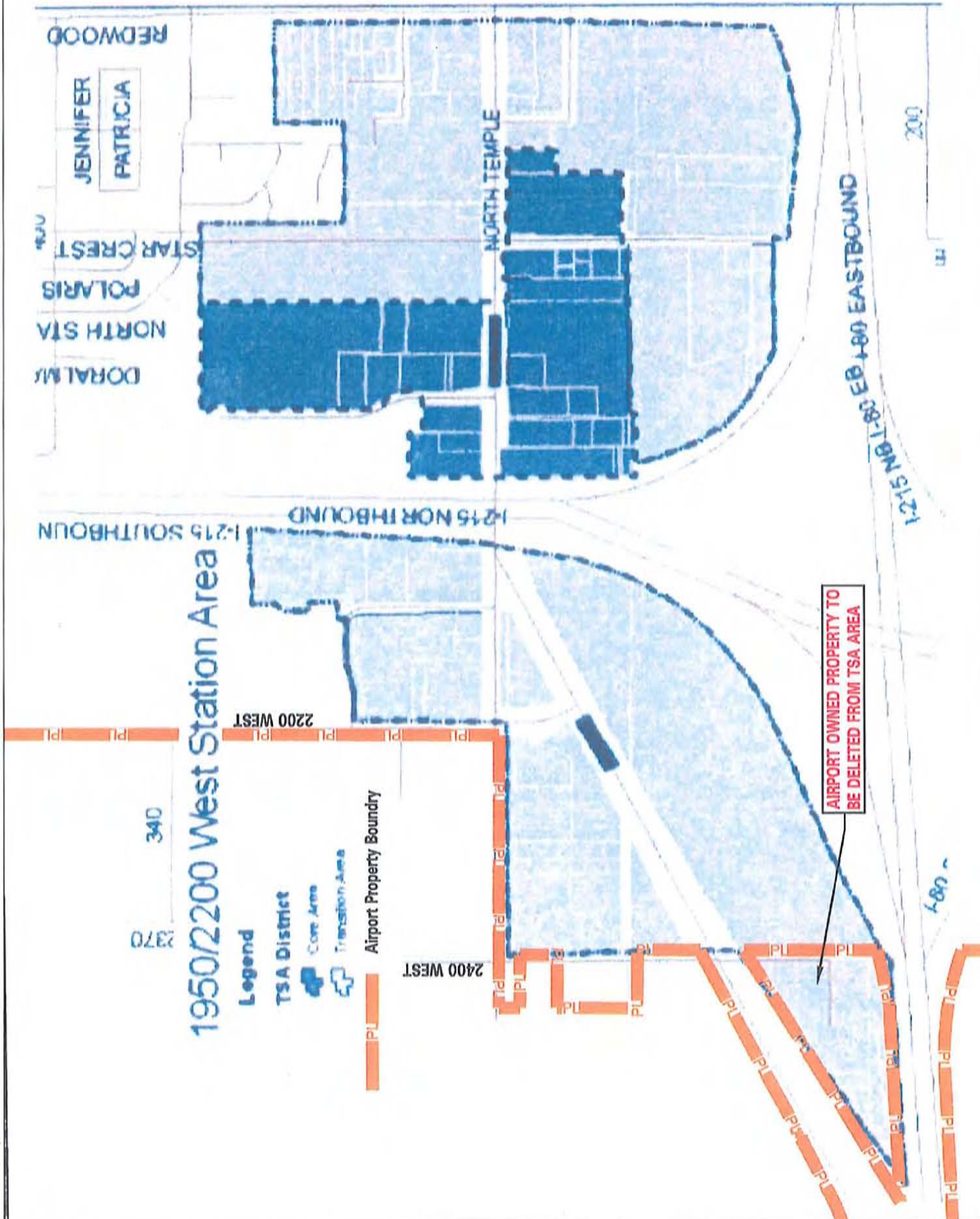
Sincerely,

Allen McCandless, Director
Planning & Capital Programming

map attachment
c. Maureen Riley
Kevin Robins

1950/2200 West Station Area

- Legend**
- TSA District
 - Core Area
 - Transition Area
 - Airport Property Boundary



Norris, Nick

From: Drummond, Randy
Sent: Thursday, May 06, 2010 8:59 AM
To: Norris, Nick
Subject: RE: Proposed new zoning district and design guidelines

Categories: Other

Nick, the Engineering Division has no concerns regarding the proposed guidelines.
Randy

From: Weiler, Scott
Sent: Tuesday, April 27, 2010 5:26 PM
To: Drummond, Randy
Subject: FW: Proposed new zoning district and design guidelines

Please handle.

From: Norris, Nick
Sent: Monday, April 26, 2010 4:22 PM
To: Roelf, Becka; Young, Kevin; Weiler, Scott; Garcia, Peggy; Butcher, Larry; Itchon, Edward; Butterfield, Edward; Farrington, Bob; Nielson, Paul; Brede, Richard; Bennett, Vicki
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