

**PLANNING COMMISSION STAFF REPORT**  
**Legislative Item**



Planning Division  
Department of Community  
and Economic Development

**400 South Livable Communities**  
**Master Plan and Zoning Map Amendments**  
**PLNPCM2010-00647**  
**May 23, 2012**

**Applicant:** Mayor Ralph  
Becker

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

**Tax ID:** N/A

**Current Zone:** N/A

**Master Plan Designation:**  
N/A

**Council District:** District 4  
represented by Luke Garrott

**Community Council:** Central  
City and East Central

**Lot Size:** N/A

**Current Use:** N/A

**Applicable Land Use**  
**Regulations:**

- 21A.26 – TSA Transit  
Station Area
- 21A.50 – Amendments

**Attachments:**

- A. Updated Proposed  
Zoning Map
- B. Proposed Zoning Text  
Changes

***Request***

A request by Salt Lake City Mayor Ralph Becker for an amendment to the Central Community Master Plan, Salt Lake City Zoning Ordinance and Zoning Map regarding transit station area plans along the 400 South transit corridor. The intent of the project is to implement livability goals for the corridor including land use policies and zoning that support mixed use development and transportation choices for current and future residents and workers. The Planning Commission is required to transmit a recommendation to the City Council for Master Plan and Zoning Map Amendment Requests.

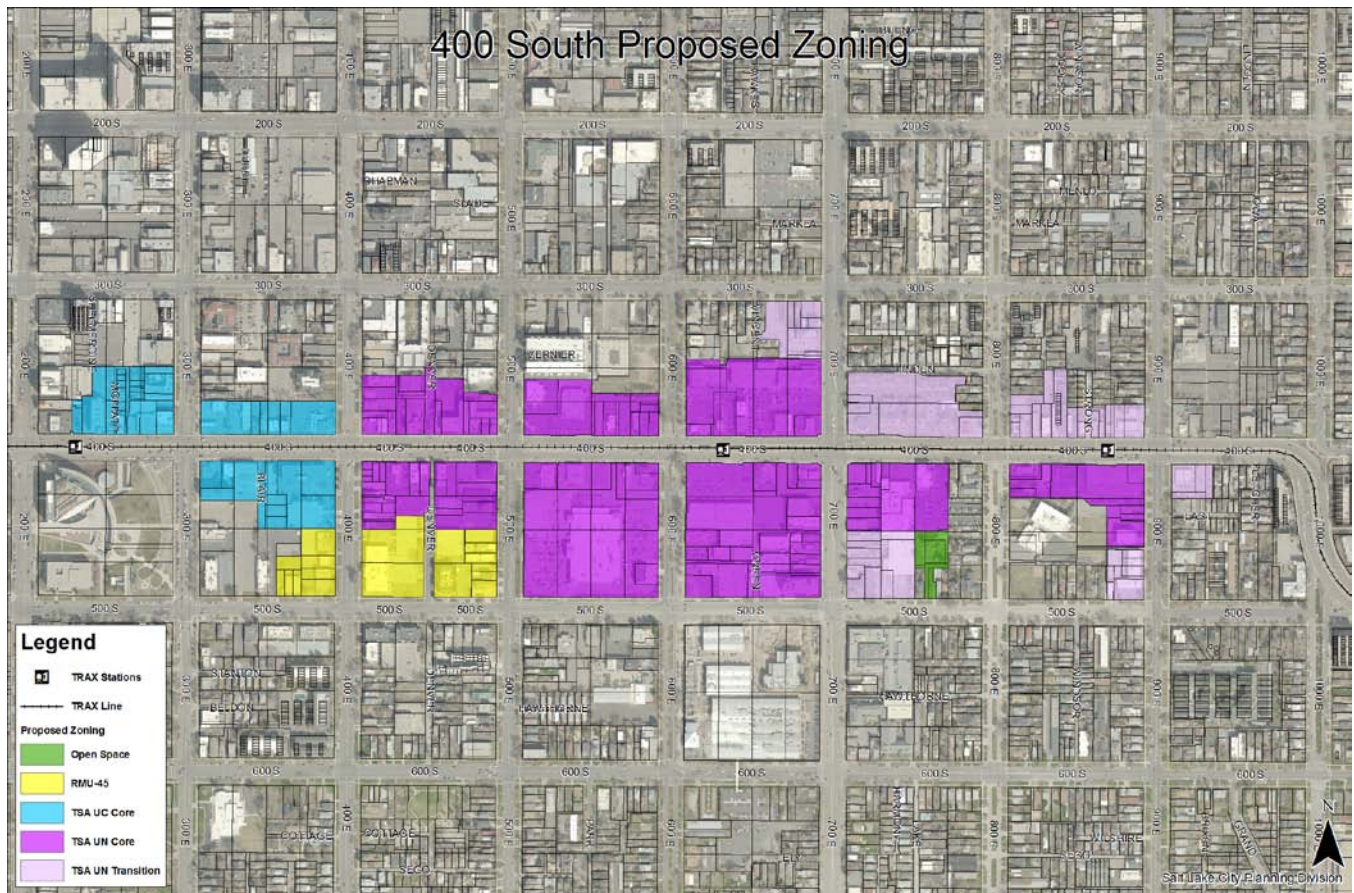
***Recommendation***

Based on the findings listed in the staff report, it is the Planning Staff's opinion that overall the project generally meets the applicable standards and therefore, recommends the Planning Commission transmit a favorable recommendation to the City Council relating to this request based on the following:

1. The proposed station area plans are compatible with city wide policies related to land use, including:
  - Salt Lake City Futures Commission Report (1998)
  - Salt Lake City Urban Design Element (1990)
  - Salt Lake City Community Housing Plan (2010 – currently under review by City Council)
  - Salt Lake City Transportation Plan (1996)
  - Central Community Master Plan (2005)
  - Wasatch Choices 2040 (2011)
2. The proposed station area plans update a portion of the Central Community (2005) Master Plans;
3. The proposed station area plans are generally consistent with the comments received during an extensive public participation process; and
4. The proposed plans include best practices to guide future development along and adjacent to 400 South.
5. The proposal furthers the purposes of the Title 21A;
6. The proposal is consistent with the factors of consideration identified in ordinance 21A.50 for zoning text and zoning map amendments.

***Recommended Motion:*** Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission transmit a favorable recommendation to the City Council relating to this request to amend the Central Community Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along the 400 South Corridor.

## REVISED ZONING MAP



### ***Follow Up from April 25 Planning Commission Meeting***

At the last Planning Commission meeting, there was concern expressed by some of the residents in attendance regarding the proposed rezoning on the block east of 900 East and south of 400 South. Based on the comments that were received, we have modified the zoning map to show that only the hard corner (where the Village Inn and their parking lot) will be changed to the transition area classification. No other changes were made to the zoning map since that last meeting.

The information provided in the April 25 Planning Commission staff report will not be duplicated in this report. Please click on the following link to view a copy of that staff report which includes the discussion of the various plans that this project conforms with as well as a discussion of the proposed zoning text and zoning map changes.

<http://www.slcclassic.com/boards/plancom/2012/April/maryann.pdf>

## **Meeting Notification for May 23, 2012 Planning Commission Meeting**

Notice of the public hearing for the proposal includes:

- Public hearing notice mailed on May 11, 2012.
- Public hearing notice posted on City and State websites on May 11, 2012.
- Public hearing notice emailed to the Planning Division listserv on May 11, 2012.

### **Findings**

#### **21A.50.050 Standards for general amendments.**

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

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

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

**Analysis:** In reviewing the station area plans, several adopted master plans were considered, including the Urban Design Element, the Salt Lake Futures Commission Report, the Central Community Master Plan, and the Wasatch Choices 2040 Plan. The City's adopted Housing Plan and Transportation Plan also call for the type of development supported in the 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.

**Finding:** The proposed zoning text changes are consistent with the goals and policies identified in the companion station area plans and several other adopted master plans.

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

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

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

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

**Analysis:** The existing zoning ordinance includes a statement that any applicable overlay zone supersedes the standards in the proposed ordinance. This section is not proposed to be modified as part of this petition. In addition, the zoning with the existing H Historic Preservation Overlay District will change, but the overall district itself will not be changed.

No historic resources will be impacted within the existing Central City Historic District. There are however two Landmark sites within the boundaries of the 400 South Livable Communities Project. One site is the Tenth LDS Ward House located at the southwest corner of 400 South and 800 East. The current zoning of this site is Community Shopping (CS) and it is not proposed to be changed at this time.

The other landmark site is the Peck House located near the northwest corner of 500 South and 500 East. This property is currently zoned Residential Office (RO) and is proposed to be rezoned to Moderate/High Density Multi-Family Residential (RMF-45). It is not anticipated that any negative impact to either of these existing landmark sites as a result of the proposed TSA zoning designations.

**Finding:** The existing zoning ordinance is consistent with the purposes of any applicable overlay zoning district.

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

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

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

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

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

**Analysis:** In reviewing the proposed zoning map changes, several adopted master plans were considered, including the Urban Design Element, the Salt Lake Futures Commission Report, the Central Community Master Plan, and the Wasatch Choices 2040

Plan. The City's adopted Housing Plan and Transportation Plan also call for the type of development supported in the 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.

**Finding:** The proposed zoning map amendments are consistent with the goals and policies identified in the station area plans and several other adopted master plans.

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

**Analysis:** The proposed zoning map amendment includes provisions for reducing the impact new development may have on existing areas. The boundaries of the proposed zoning 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.

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

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

**Analysis:** The proposed amendment would affect those properties that are within the boundaries of the 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 considerable larger than what may be adjacent to it. The adverse impacts are more relevant where the proposed zoning district is adjacent to an area that will not be rezoned and has smaller mass and scale regulations than the proposed ordinance.

The proposed ordinance contains provisions to reduce the impacts in these situations such as imposing a mandatory step back of new buildings from the property line to lessen the impact of new development. The current zoning does not contain provisions for the stepping back and therefore, new development under the non TSA zoning designations would have more of an impact on adjacent development.

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

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

**Analysis:** The proposed zoning map amendment 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. The H Historic Preservation Overlay District is the only overlay district within the boundaries of the proposed map amendments. The zoning with the existing H Historic Preservation Overlay District will change, but the overall district itself will not be changed.

No historic resources will be impacted within the existing Central City Historic District. There are however two Landmark sites within the boundaries of the 400 South Livable Communities Project. One site is the Tenth LDS Ward House located at the southwest corner of 400 South and 800 East. The current zoning of this site is Community Shopping (CS) and it is not proposed to be changed at this time.

The other landmark site is the Peck House located near the northwest corner of 500 South and 500 East. This property is currently zoned Residential Office (RO) and is proposed to be rezoned to Moderate/High Density Multi-Family Residential (RMF-45). It is not anticipated that any negative impact to either of these existing landmark sites as a result of the proposed TSA zoning designations.

**Finding:** The proposed map amendments will be consistent with any existing or future overlay district within the boundaries of the changes.

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

**Analysis:** The project area is located within areas that are already served by public facilities and services. However, the proposed ordinance does increase the development potential of the area. Population, employment and household projections for the corridor indicate an increase in all three categories. These projections were done under the current zoning regulations. The capacity of the 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.

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

## **Commission Options**

The proposed 400 South Livable Communities Station Area Plans project is a reflection of the community's vision for 400 South. The creation of the plan was done with the intent of incorporating major themes identified through the public process. Once these items were identified, a series of best practices that were applicable to the community's vision were incorporated into the plan to guide future development in a manner that can help turn the community vision into reality. While there are many options in terms of how to address land use, the draft station area plans represent the preferred option of the community and Planning Division staff. Other options are:

- Make no changes to the existing master plan and development regulations and allow development to continue in the manner that it currently is;
- Make consistent changes that would apply to the entire corridor; and
- Make limited changes along 400 South to the areas closest to the light rail stations.

After analyzing the comments from the community, the desire for a different type of development along 400 South eliminated the option to make no changes. If the proposed station area plans are not adopted, the existing policies and regulations would remain in effect. Community input and existing conditions indicate that there are unique situation and characteristics area each station and that a one size fits all approach could not capitalize on the unique assets at each station. Making limited changes near the station areas would not provide enough land area to accommodate future projected growth.

## **Potential Motions**

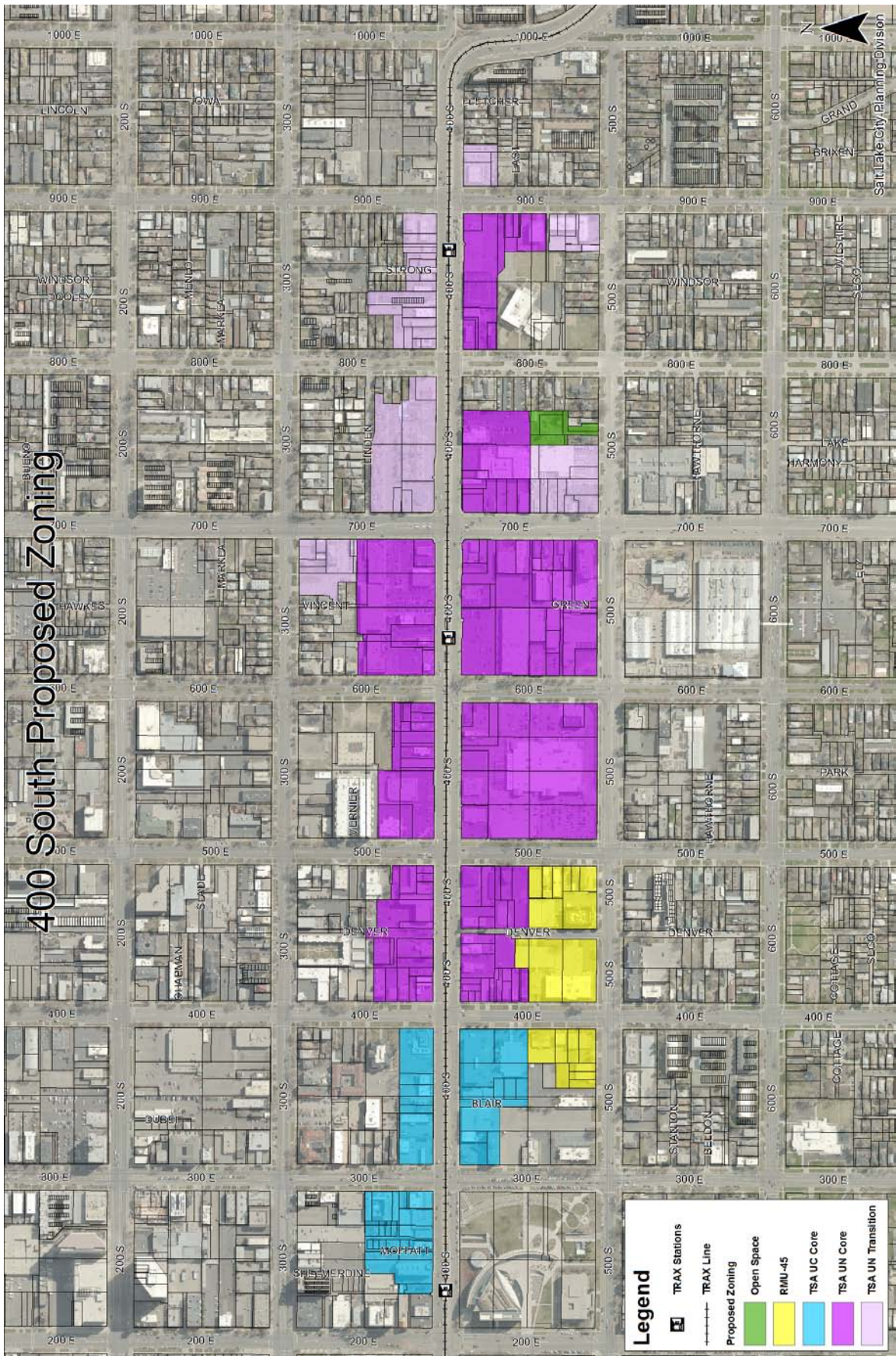
**Consistent with Staff Recommendation:** Based on the findings listed in the staff report, testimony and plans presented, I move that the Planning Commission transmit a favorable recommendation to the City Council relating to this request to amend the Central Community Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along the 400 South Corridor.

**Not Consistent with Staff Recommendation:** Based on the testimony, plans presented and the following findings, I move that the Planning Commission transmit a negative recommendation to the City Council relating to this request to amend the Central Community Master Plan, Salt Lake City Zoning Ordinance and Zoning Map for station areas along the 400 South Corridor.

# **Attachment A**

## **Updated Proposed Zoning Map**





# **Attachment B**

## **Proposed Zoning Text Changes**



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

A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.

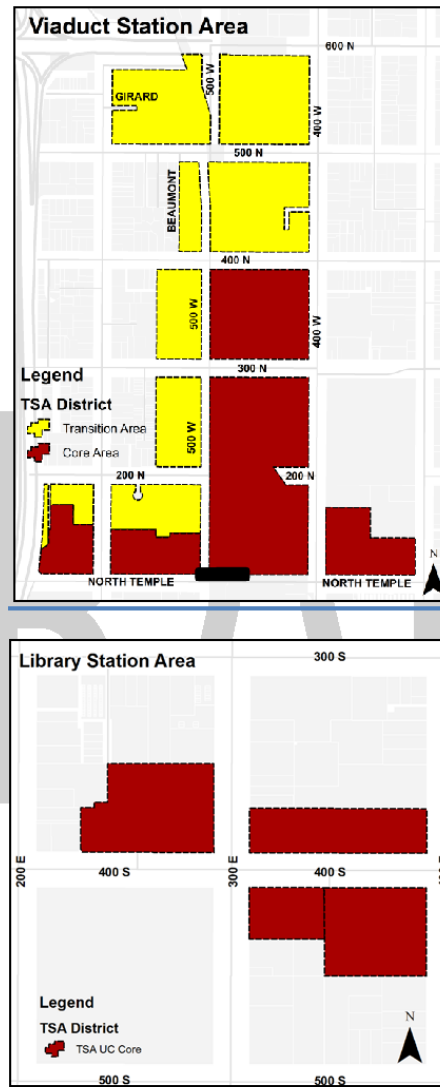
1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a one-fourth ( $\frac{1}{4}$ ) mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.
2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas are generally located within a one-half ( $\frac{1}{2}$ ) mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is ten (10) dwelling units per acre. Commercial uses may include office, retail, restaurant and other





commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. Each station area typically will include a core area, where the most intense development will occur, and a transition area, which is intended to create a buffer area between the core and those areas with generally lower intensities and densities. Prior to classifying a transit station into a specific type, a [station area specific area](#) plan must be adopted by the city council prior to applying this zoning district to a geographic area. Only those stations that have an adopted [station area plan that is supported by the regulations in this section](#) will be classified. [Refer to the official Salt Lake City Zoning Map to determine the zoning of the land within each station area.](#)
1. Urban Center Station ([TSA-UC](#)): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. The intensity level of the area is characterized by a twenty four (24) hour population, active streetscapes, defined street walls and the presence of multiple types of public transit or as a node where several rail transit lines converge. Development generally occurs on vacant parcels or through redevelopment of underutilized parcels. The station area has a compact, dense, interconnected and walkable development pattern. Large scale development occurs closer to the station platforms; and is scaled back as it gets closer to less intense areas. Building forms vary, but are typically oriented to the pedestrian, are multiple stories in height, and contain a horizontal and vertical mix of land uses. Buildings up to ten (10) stories in height are allowed in the core, while buildings in the transition zone are approximately half that size. The station area contains a number of regional attractions, such as destination retail, employment, dining and entertainment and a high level of pedestrian activity. A variety of dense housing options exist. Development includes civic amenities, such as public gathering places. Uses that help implement the vision for the station and that area commonly found in an intense urban area are appropriate. The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station [and the Library Station.](#)



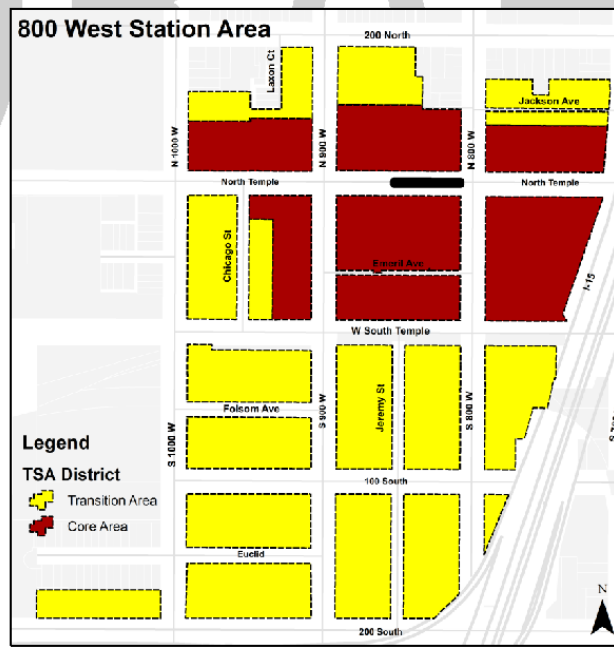
2. Urban Neighborhood Station ([TSA-UN](#)): An evolving and flexible development pattern defines an urban neighborhood station area. Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial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

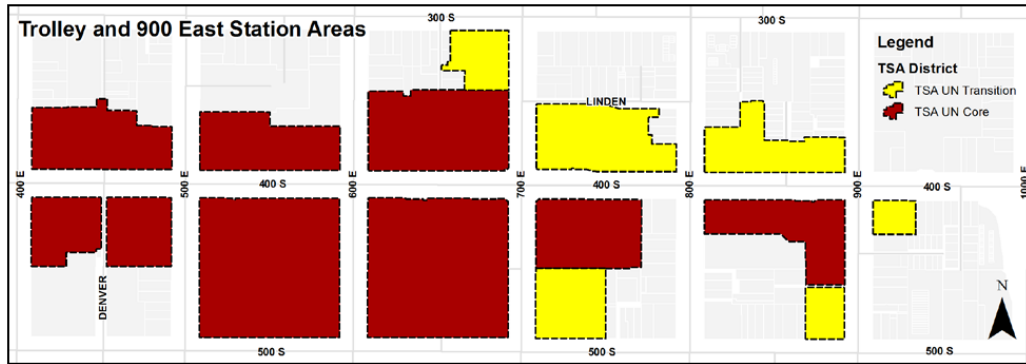


buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape. A mix of building types are possible, ranging from single use structures to mixed use buildings. Residential uses are generally located above the first floor, although they can be located on the ground floor in certain situations. The highest residential densities and most intense land uses are generally located closest to the station platform. Urban neighborhoods are served by at least two (2) forms of transit, including light rail and bus service. The uses serve the surrounding neighborhood with nearby destinations and have the potential to attract people from other neighborhoods.

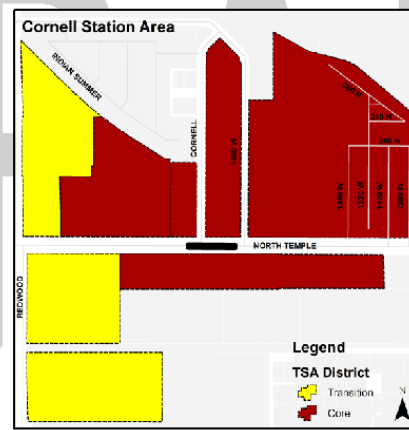
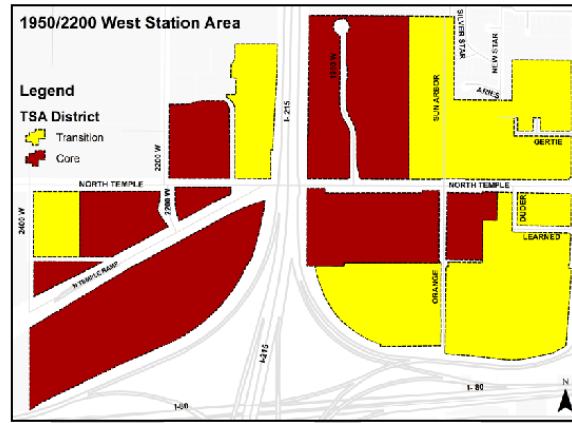
In some urban neighborhood station areas, a linear development pattern along commercial streets that intersect the transit corridor defines a neighborhood main street. Neighborhood main streets are approximately two (2) blocks long, with two (2) 4-story buildings located close to the sidewalk. The ground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

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



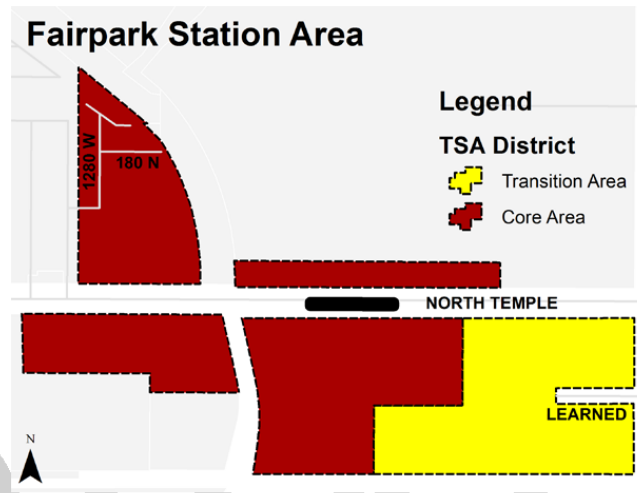


3. **Mixed Use Employment Center Station (TSA-MUEC):** A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. These areas generally start with a campus style development pattern and are dominated by a single type of use that generally employs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



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





- C. Review Process: The intent of the review process is to make the process for desirable development easy to realize in a relatively quick time frame. The review process focuses on building forms and their relationship to adjacent buildings, the public street, transit and other public spaces. The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference. [The construction of new buildings require a development score. The following types of development are required to go through this review process:](#)
- [Any addition of 1,000 square feet or more that extend a street facing building façade or are located to the side of a building and are visible from a public space or](#)
  - [Additions that increase the height of an existing building or change the existing roof line;](#)
  - [Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.](#)
1. Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.



2. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.
3. Application Review: Table 21A.26.078C of this section summarizes the application review process. All applications shall be processed as follows:
  - a. Tier 1 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 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative hearing process.
  - b. Tier 2 Administrative Hearing: A project that has a development score between 50 and 99 points is eligible for an administrative hearing. Any project being reviewed at an administrative hearing shall be reviewed using the standards found in section 21A.59.060, "Standards For Design Review", of this title.
    - (1) Notice And Posting Requirements: Notice of the administrative hearing shall be done in accordance with subsection 21A.10.020C, "Conditional Building And Site Design Review", of this title.
    - (2) Administrative Hearing: After consideration of the information received from the applicant and any other interested party, the planning director, or designee may approve, approve with conditions, deny or refer the matter to the planning commission.
    - (3) Appeals Of Administrative Hearing Decision: Any person aggrieved by the decision made by the planning director or designee at an administrative hearing may appeal the decision to the Salt Lake City planning commission by filing notice of appeal within ten (10) days after the record of decision is published. The notice shall state the reason(s) for the appeal. Reason(s) for the appeal shall be based upon procedural error, the development score of the project or the criteria set forth in section 21A.59.060, "Standards For Design Review", of this title.



- c. Tier 3 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.26.078C APPLICATION REVIEW**

Development Score	Review Process
0 – 49 points	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. A “station area plan” is a development, land use, urban design and placemaking policy document for the area around a specific transit station. The development score is based on the design guidelines and development incentives in the “Transit Station Area Development Guidelines” book, hereby adopted by reference. The “Transit Station Area Development Guidelines” shall be amended following the adopted procedures for zoning text amendments in chapter 21A.50, “Amendments”, of this title. Each design guideline is assigned a value.
1. Formulating The Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. The planning director shall evaluate each project in the transit station area zone and assign a development score. The development standards in subsection G of this section and the design standards in subsection J of this section shall be complied with by all projects and are not calculated in the development score.
  2. Using The Score: Every development is required to meet a minimum development score. The minimum score represents a percentage of the total points possible.
  3. Project Review: A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.



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 of this title. In deciding the appeal, the planning commission shall base its decision on its interpretation of the design guidelines, the development score and whether the project complies with the goals of the applicable station area plans and the purposes of the TSA zoning district.
- E. Certificate Of Occupancy: Prior to issuing a certificate of occupancy, a project shall be inspected by the city to determine if the project substantially complies with the development score and, if applicable, any conditions of approval required by the planning commission, administrative hearing officer or planning director. If the project does not receive final approval at the inspection, the project must be brought into compliance with the development score and, if applicable, any conditions of approval required by the planning commission, administrative hearing officer or planning director.
- F. Prohibited Uses: The intent of this section is to identify those land uses that are not compatible with transit oriented development due to the nature of the use, the land requirements of the use, or the potential impacts of the use. Uses listed in table 21A.26.078FE of this section and that have an “X” in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited. All other uses are permitted. In the table headings, “C” stands for Core and “T” stands for Transition.

**TABLE 21A.26.078FE PROHIBITED USES**

Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<a href="#">Airport</a>	X	X	X	X	X	X	X	X
<a href="#">Ambulance service (indoor) dispatching, staging and maintenance</a>	X	X	X	X	X	X	X	X
<a href="#">Ambulance service (outdoor)</a>	X	X	X	X	X	X	X	X
<a href="#">Amusement park</a>	X	X	X	X	X	X		
<a href="#">Animal kennel</a>	X	X	X	X				
<a href="#">Animal pound</a>	X	X	X	X	X	X	X	X
<a href="#">Animal, raising of furbearing animals</a>	X	X	X	X	X	X	X	X
<a href="#">Animal stable (private)</a>	X	X	X	X	X	X	X	X
<a href="#">Animal stable (public)</a>	X	X	X	X	X	X		
<a href="#">Animal stockyard</a>	X	X	X	X	X	X	X	X
<a href="#">Auction (indoor)</a>	X	X	X	X	X	X		
<a href="#">Auction (outdoor)</a>	X	X	X	X	X	X	X	X



Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<del>Auto, truck, and RV repair, sales and/or service (minor or major)</del>	X	X	X	X	X	X	X	X
<u>Blacksmith shop</u>	X	X	X	X	X	X	X	X
<u>Bottling plant</u>	X	X	X	X	X	X	X	X
<u>Building materials distribution</u>	X	X	X	X	X	X	X	X
Bus yards and repair facilities	X	X	X	X	X	X	X	X
<del>Car washes</del>	X	X	X	X	X		X	X
<u>Car wash as accessory use to gas station or convenience store that sells gas</u>	X	X	X	X	X	X	X	X
<del>Cemeteries, any type</del>	X	X	X	X	X	X	X	X
<u>Check cashing/payday loan business</u>	X	X	X	X	X	X	X	X
Chemical manufacturing <u>and storage</u>	X	X	X	X	X	X	X	X
Commercial parking lots not located in a parking structure	X	X	X	X	X		X	
<del>Community correction facilities, any size, large</del>	X	X	X	X	X	X	X	X
<u>Community correction facility, small</u>	X	X	X	X	X	X	X	X
Concrete manufacturing	X	X	X	X	X	X	X	X
Contractor's yard/ <u>office</u>	X	X	X	X	X	X	X	X
<del>Detached single-family dwelling</del>	X		X		X		X	
<u>Drop forge industry</u>	X	X	X	X	X	X	X	X
<del>Drive-through windows and service</del>	X	X	X	X	X	X	X	X
<u>Dwelling, single family (detached)</u>	X		X		X		X	



Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<del>Electric generation facility; excluding solar, wind, or other similar renewable energy generation</del>	X	X	X	X	X	X	X	X
<u>Equipment rental (outdoor)</u>	X	X	X	X	X	X	X	X
<u>Equipment, heavy (rental, sales, service)</u>	X	X	X	X	X	X	X	X
Explosives manufacturing <u>and storage</u>	X	X	X	X	X	X	X	X
Extractive industries	X	X	X	X	X	X	X	X
<u>Financial institution, with drive-through facility</u>	X	X	X	X	X	X	X	X
Flammable liquids or gases, heating fuel distribution <u>and storage</u>	X	X	X	X	X	X	X	X
<u>Food processing</u>	X	X	X	X	X	X	X	X
Gas stations	X	X	X	X	X	X	X	X
<del>Heavy equipment rental, repair and sales</del>	X	X	X	X	X	X	X	X
<del>Heavy industrial</del>	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, <del>for any purpose</del> <u>medical waste/hazardous waste</u>	X	X	X	X	X	X	X	X
<u>Industrial assembly</u>	X	X	X	X				
Jails	X	X	X	X	X	X	X	X
<del> kennel</del>	X	X	X	X	X	X	X	X
<del>Landfills, any type</del>	X	X	X	X	X	X	X	X
<u>Limousine service (large)</u>	X	X	X	X	X	X	X	X
<u>Limousine service (small)</u>	X	X	X	X	X	X	X	X
Manufactured/mobile home sales and service	X	X	X	X	X	X	X	X



Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<a href="#">Manufacturing and processing, food</a>	X	X	X					
<a href="#">Manufacturing, concrete or asphalt</a>	X	X	X	X	X	X	X	X
<a href="#">Manufacturing, light</a>	X	X	X	X				
<a href="#">Ministorage facilities</a>	X	X	X	X	X		X	
<a href="#">Outdoor storage including storage or staging of fleet vehicles associated with a business, but not intended to include outdoor retail sales areas or outdoor storage as an accessory and incidental use to a principal use</a>	X	X	X	X	X	X	X	X
<a href="#">Package delivery facility</a>	X	X	X	X	X	X	X	X
<a href="#">Paint manufacturing</a>	X	X	X	X	X	X	X	X
<a href="#">Poultry farm or processing</a>	X	X	X	X	X	X	X	X
<a href="#">Printing plant</a>	X		X	X				
<a href="#">Pawnshops</a>	X	X	X	X	X	X	X	X
Railroad freight terminal facility	X	X	X	X	X	X	X	X
<a href="#">Railroad repair shop</a>	X	X	X	X	X	X	X	X
<a href="#">Recreational vehicle park</a>	X	X	X	X	X	X	X	X
Recycling processing center (indoor)	X	X	X	X	X	X	X	X
<a href="#">Recycling processing center (outdoor)</a>	X	X	X	X	X	X	X	X
<a href="#">Refinery, petroleum products</a>	X	X	X	X	X	X	X	X
<a href="#">Restaurant with drive-through facility</a>	X	X	X	X	X	X	X	X
<a href="#">Retail goods establishment with drive-through facility</a>	X	X	X	X	X	X	X	X
<a href="#">Retail services establishment with drive-through facility</a>	X	X	X	X	X	X	X	X
<a href="#">Reverse vending machines</a>	X	X	X	X	X	X	X	X



Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
Rock, sand and gravel storage and distribution	X	X	X	X	X	X	X	X
<del>Sewage treatment facility</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>
Sexually oriented business	X	X	X	X	X	X	X	X
<u>Sign painting/fabrication</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Slaughterhouse</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Stadium</u>		<u>X</u>		<u>X</u>		<u>X</u>		
<u>Storage (outdoor)</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Storage, mini-warehouse</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>		<u>X</u>	
<u>Storage, public (outdoor)</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Store, pawnshop</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Store, superstore and hypermarket</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>		<u>X</u>	
<u>Store, warehouse club</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>		<u>X</u>	
<u>Taxicab facility</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Theater, live performance</u>		<u>X</u>		<u>X</u>		<u>X</u>		
<u>Theater, movie</u>		<u>X</u>		<u>X</u>		<u>X</u>		<u>X</u>
<u>Tire distribution retail/wholesale</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Transportation terminal, including bus, rail and trucking</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<del>Solid waste transfer station</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>
<del>Stable, public or private</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>	<del>X</del>
Truck freight terminal	X	X	X	X	X	X	X	X
Truck stop	X	X	X	X	X	X	X	X
<u>Trucking, repair, storage, etc. associated with extractive industries</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Utility, electric generation facility</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Utility, sewage treatment plant</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>
<u>Utility, solid waste transfer station</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>X</u>





Use	Urban Center		Urban Neighborhood		Mixed Use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
<a href="#">Vehicle, auction</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle, automobile and truck repair</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle, automobile and truck sales and rental (including large truck)</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle, automobile rental agency</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle, auto repair (major)</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle auto repair (minor)</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle automobile sales/rental and service (indoor)</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle, automobile salvage and recycling (indoor)</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle, automobile salvage and recycling (outdoor)</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle, boat/recreational vehicle sales and service</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle, recreation</a>								
<a href="#">Vehicle, truck repair (large)</a>	X	X	X	X	X	X	X	X
<a href="#">Vehicle, truck sales and rental</a>	X	X	X	X	X	X	X	X
Warehouse <del>as a primary use</del>	X	X	X	X	X		X	
Welding shops	X	X	X	X	X	X	X	X
Wholesale <del>distributors</del> distribution	X	X	X	X	X		X	X
Woodworking mill	X	X	X		X		X	
Zoological park	X	X	X	X	X	X		

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



Any legal nonconforming use or legal noncomplying structure is subject to chapter 21A.38 of this title.

G. Development Standards:

1. Intent: The purpose of the following development standards is to promote an intense and efficient use of land at increased densities in the station areas. The development standards are intended to create a safe and pleasant environment near transit stations by encouraging an intensive area of mixed use development and activities, pedestrian amenities and by limiting conflicts between vehicles and pedestrians. Development standards are intended to create a reasonably continuous building edge that defines the exterior spatial enclosure of the street or open space and protect adjacent low density residential zoning districts. With some exceptions, buildings line a street at or near the public right of way to the greatest extent possible.
2. Application: The dimensional requirements in ~~table 21A.26.078GD~~ of this section apply to all new buildings and developments as well as additions to existing buildings. The following development standards apply to the core and transition areas of all station types:
  - a. Building Height: [The minimum and maximum building heights are found in table 21A.26.070Ga Building Height Regulations.](#) Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development, and the composition of the urban form of the block. Minimum building heights in the core area relate to the width of the street, with a minimum ratio of one foot (1') of building height for every three feet (3') of street width. Building height is measured from the finished grade to the highest point of the building. The following exceptions apply:
    - (1) The minimum building height applies to all structures that are adjacent to a public or private street. [The building shall meet the minimum building height for at least 10% of the width of the street facing building wall.](#)
    - (2) Elevator shafts, parapet walls, and other projections are permitted subject to subsection 21A.36.020C, "Height Exceptions", of this title.
    - (3) Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of 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.



**TABLE 21A.28.078G2a BUILDING HEIGHT REGULATIONS**

	Minimum Height <sup>1</sup>	Maximum Height
<u>Urban center</u>		
Core	30'	90' <sup>2</sup>
Transition	25'	60'
<u>Urban neighborhood</u>		
Core	25'	75'
Transition	0'	50'
<u>Mixed use employment center</u>		
Core	25'	75'
Transition	0'	60'
<u>Special Purpose</u>		
Core	25'	75'
Transition	0'	60'

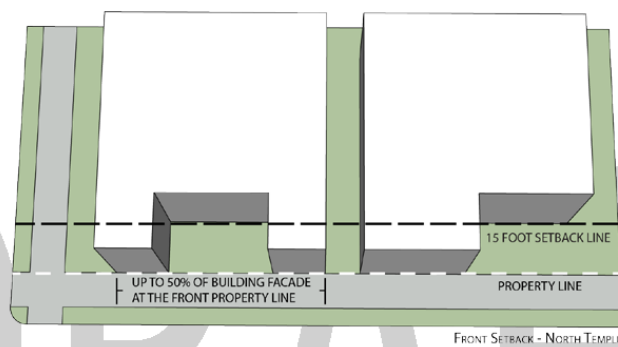
1. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include habitable space.

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

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

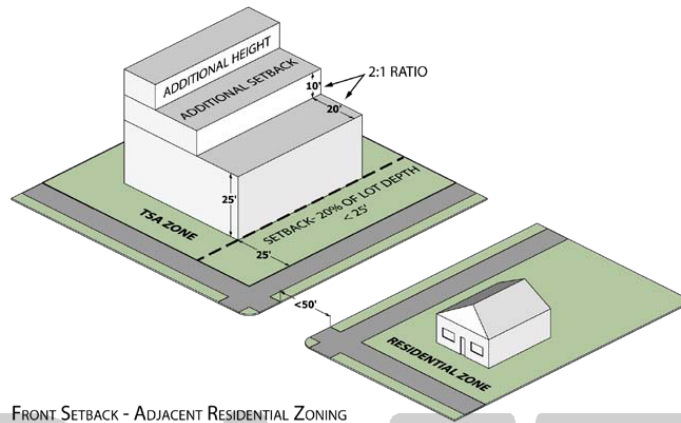
(2A) North Temple Boulevard: The front yard setback along North Temple Boulevard shall be fifteen feet (15') for a minimum of fifty percent (50%) of the width of the street facing facade. Up to fifty percent (50%) of a street facing facade may encroach up to the front property line. In this case, the area not occupied by the building footprint must be landscaped or

include active outdoor use, such as outdoor dining, plazas, courtyards or other similar usable public space or use. Setbacks over fifteen feet (15') are not allowed. In locations where there is not a minimum sidewalk width of 10 (ten) feet, additional sidewalk width shall be installed by the developer so there is a minimum width of 10 feet when a new building is constructed or with additions that increase the gross building square footage by more than 50%.



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

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



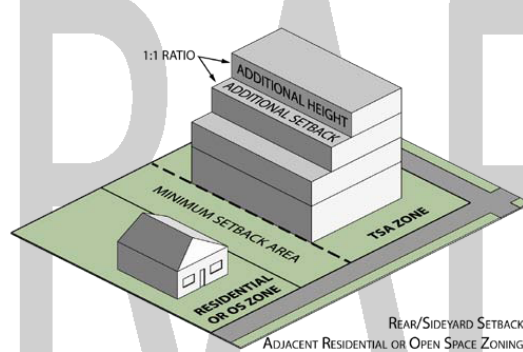
FRONT SETBACK - ADJACENT RESIDENTIAL ZONING

~~(43)~~ Side Yard Setback:

- (A) Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to subsection L of this section.
- (B) Side yard setback when adjacent to a ~~single family or two-family certain~~ zoning districts:
  - (i) Core Area: A minimum of twenty five feet (25') in the core area. When adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district, the minimum side yard setback shall be increased one foot for every one foot increase in height above twenty five feet (25'). When a property in an R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA zoned property. Buildings may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.
  - (ii) Transition Area: A minimum of fifteen feet (15') in the transition area. When adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district, the minimum side yard setback shall be

increased one foot for every one foot increase in height above fifteen five feet (15'). When a property in an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA zoned property by an alley, the additional setback for height above fifteen five feet (15') applies and shall be measured from the property line of the TSA zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.

~~(C)~~(iii) Side yard setback when adjacent to other uses or districts: No minimum side yard required.



(54) Rear Yard Setback:

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



measurement of the taller portion of the building. ~~When a public alley is between the two (2) properties, the width of the alley may be counted towards the setback.~~

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

- ~~(65)~~ Special Setback Provisions For Properties Adjacent To Jordan River: For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water line as defined in section 21A.34.130 of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.

c. Minimum Lot Area and street frontage requirements:

- (1) The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.
- (2) Any legally existing lot may be developed without having to comply with the minimum lot size requirements.
- ~~(3)~~ The minimum lot area for all areas of the TSA zoning district is 2,500 square feet.
- ~~(4)~~ All subdivisions of land or combination of parcels must have a minimum of 40 feet of street frontage.

~~TABLE 21A.26.078GD DIMENSIONAL REQUIREMENTS~~

-	Min. Height <sup>a</sup>	Max. Height	Min. Front	Max. Front	Min. Side	Min. Rear	Minimum Lot	Minimum Lot Size
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	-	-	Yard -	Yard -	Yard <sup>+</sup> -	Yard <sup>+</sup> -	Coverage For Structures -	(Sq.-Ft.) -
Urban-center:	-	-	-	-	-	-	-	-
- Core	30'	90' <sup>2</sup>	None -	15'	None -	None -	70%	5,000
- Transition	25'	60'	None -	15'	None -	None -	50%	1,500
Urban neighborhood:	-	-	-	-	-	-	-	-
- Core	25'	75'	None -	10'	None -	None -	70%	5,000
- Transition	0'	50'	None -	10'	None -	None -	50%	1,000
Mixed-use employment station:	-	-	-	-	-	-	-	-
- Core	25'	75'	None -	15'	None -	None -	60%	5,000
- Transition	0'	60'	None -	15'	None -	None -	50%	1,500
Special purpose:	-	-	-	-	-	-	-	-
- Core	25'	75'	None -	25'	None -	None -	60%	10,000
- Transition	0'	60'	None -	25'	None -	None -	50%	1,500

Notes:

- 1. Reference subsection G2 of this section 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.



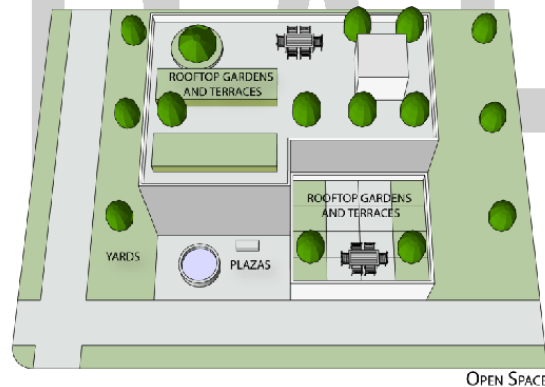
~~d. Minimum Lot Coverage: The intent of the minimum lot coverage is to ensure compact development.~~

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

(1) Core Area:

(A) Within the core area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity.

(B) A minimum of ten percent (10%) of the land area up to five thousand (5,000) square feet.



(2) Transition Area:

(A) Within the transition area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop gardens and terraces, community gardens and other similar types of amenities.

(B) The minimum open space requirement is ten percent (10%) of the land area up to two thousand five hundred (2,500) square feet.

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



ef. Circulation And Connectivity: Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.

(1) All parking lots shall comply with the standards in section 21A.44.020, "General Off Street Parking Requirements", of this title.

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

H. Residential Densities:

1. Core area: No maximum.
2. Transition area: No maximum.

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

J. Design Standards:

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

architectural features. The architectural feature may be either recessed or project a minimum of twelve inches (12").



ARCHITECTURAL VARIETY AND SCALE

- b. Ground Floor Building Materials: Other than ground windows and doors, eighty percent (80%) of the remaining ground floor wall area shall be clad in durable materials. Durable materials include brick, masonry, textured or patterned concrete and/or cut stone. Other materials may be used as accent or trim provided they cover twenty percent (20%) or less of the ground floor adjacent to a street.
- c. Ground Floor Glass And Transparency: All street-facing elevations of a development shall be designed so that the first floor street-facing facade has at least sixty percent (60%) clear glass between three (3) and eight feet (8') above grade to allow pedestrians to view activities inside the building or lighted display windows. There must be visual clearance behind the glass for a minimum of two feet (2'). Three-dimensional display windows at least two feet (2') deep are permitted and may be counted toward the sixty percent (60%) glass requirement. Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment. The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front facade, shall not have less than sixty percent (60%) glass surfaces. The reflectivity in glass shall be limited to eighteen percent (18%) as defined by ASTA standards. The planning director may approve a modification to this requirement if the planning director finds:



- (1) The requirement would negatively affect the historic character of the building, or
- (2) The requirement would negatively affect the structural stability of the building.
- (3) The ground level of the building is occupied by residential uses, in which case the sixty percent (60%) glass requirement may be reduced to forty percent (40%).

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

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



- (1) The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, residential leasing office, restaurant, etc. Parking is permitted behind the ground floor uses. If the ground floor does not include active use, then the structure must be set back behind a building or be a minimum of sixty feet (60') from a property line adjacent to a public street or sidewalk.
- (2) The levels of parking above the first level facing the front or corner side lot line shall have horizontal floors and/or facades and not sloped.
- (3) The levels of parking above the second level shall be designed to effectively screen the vehicles so they are not readily visible from an adjacent street.
- (4) Below grade parking structures for structures with ground floor residential uses may extend a maximum of five feet (5') above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).

g. Mechanical Equipment: All roof mounted mechanical and electrical equipment, communication antennas or dishes shall be enclosed, screened, organized, designed and located to be out of view from streets and public spaces. The parapet or enclosure shall be equal to or greater than the height of the equipment to be screened to reduce equipment noise and odors, and other impacts onto adjacent uses and maintain the integrity of overall architectural character and scale of the building. Mechanical equipment may be located on the ground provided it is behind the building, screened and not located in a required rear yard or side yard setback. Utility boxes are subject to section 21A.40.160, "Ground Mounted Utility Boxes", of this title.

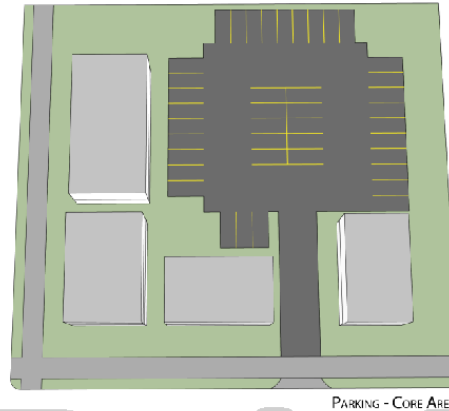
h. Service Areas: Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot (1') higher than the object being screened. Dumpsters must be located a minimum of twenty five feet (25') from [any building on an adjacent lot that contains a residential dwelling or be located inside of an enclosed building](#) ~~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

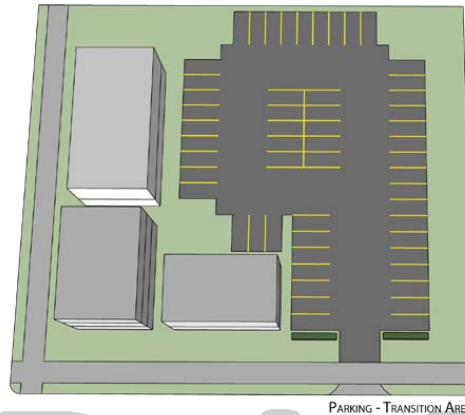


each principal building obtained a separate development score. New principal buildings can be located towards the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score 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 subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.
1. Surface Parking Lots And Structures On Corner Properties: On corner properties, surface parking lots and structures shall be located behind principal buildings or at least sixty feet (60') from a front and corner side lot lines. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of 100 feet from the intersection of the front and corner side property lines. If the front or corner side property line is less than 100 feet in length, than the drive approach shall be located within 20 feet of the side or rear property line.
  2. Surface Parking In The Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building. When located to the side of a building, the parking lot shall be:
    - a. Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
    - b. Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
    - c. The parking lot shall be no wider than what is required for ~~one~~two rows of parking and one drive aisle as indicated in table 21A.44.020 of this title.
    - d. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of 100 feet from the intersection of the front and corner side property lines. If the front or corner side property line is less than 100 feet in length, than the drive approach shall be located within 20 feet of the side or rear property line.
    - e. Surface parking lots as a principal use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building. When located to the side of a principal building, the parking lot shall be:
- Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.
  - Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
  - Surface parking lots as a principal use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) 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 three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in chapter 21A.48 of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.
5. Surface Parking Lots as the Principal Use: Surface parking lots that are the principal use are permitted in the TSA zoning district provided the following standards are complied with:
- a. The surface parking lot does not have street frontage on the street where the fixed rail transit is located.
  - b. The surface parking lot is setback a minimum of 15 feet from any property line adjacent to a public street.
  - c. The parking area is screened by a wall or landscaping that is a minimum of 36 inches and a maximum of 48 inches tall.
6. Other Applicable Standards: All other standards in chapter 21A.44, "Off Street Parking And Loading", of this title shall apply.
- M. **Conflicting Regulations:** In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.





N. Developments Over Five Acres:

1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.
2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres. A development over five (5) acres shall be subject to the applicable review process based on the lowest development score assigned to an individual building in the development.
  - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
    - (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
    - (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension. The standards in subsection J2 of this section apply to building walls adjacent to a mid block walkway.



- b. **Housing Proximity To Transit:** Developments that include housing should cluster the housing so a minimum of fifty percent (50%) of the housing is located with one-fourth (¼) mile walking distance of a transit platform.
- c. **Connectivity To Public Streets, Sidewalks, And Bicycle Lanes:** In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a “complete street” defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.
- d. **Vehicle Access:** Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.
  - (1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.
  - (2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.
  - (3) No access drive shall be greater than twenty four feet (24') wide.
  - (4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- e. **Internal Circulation:** Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.
  - (1) **Travel Lanes That Connect Parking Areas With A Public Street:**  
All internal vehicle travel lanes that connect internal parking areas



with a public street shall be designed to meet the minimum requirements in section 21A.44.020 of this title.

- (2) Design Speed: The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.
  - (3) Future Access To Adjacent Properties And Rights Of Way: All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
  - (4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
  - (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
  - (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial store fronts.
  - (7) Bicycle Paths: A coordinated system of bicycle paths should be provided.
  - (8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- f. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted 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.44.020 of this title.
- g. Open Space: In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable



surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.

- (1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.
- (2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.

h. Landscaping: All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.