

**PLANNING COMMISSION STAFF REPORT  
ADMINISTRATIVE ITEM**



Planning Division  
Department of Community  
and Economic Development

**Seasons at Denver Street Apartments  
Planned Development PLNSUB2013-00813  
448 East 400 South  
December 11, 2013**

**Applicant:** Paul Willie,  
representing LHR, Inc.

**Staff:** Everett Joyce 801-  
535-7930  
everett.joyce@slcgov.com

**Tax ID:** 16-06-407-002; 16-  
06-407-001; and 16-06-407-  
006

**Current Zone:** TSA-UN-C

**Master Plan Designation**  
Central Community Master  
Plan - 400 South and  
University Boulevard Station  
Area Plan

**Council District**  
District 4 – Luke Garrott

**Community Council**  
Central City

**Lot size:** 0.71 acres  
30,920 square feet

**Current Use:** Office  
building and parking  
structure

**Applicable Land Use  
Regulations:**

- Chapter 21A.55 Planned Developments
- Chapter 21A.26.078 TSA Transit Station Area District

***Request***

Paul Willie, representing LHR, Inc. is requesting planned development approval for a 92 unit apartment development at 448 East 400 South in order to modify the rear yard setback requirement. The Planning Commission has final decision-making authority for this application.

***Recommendation***

Based on the findings listed in the staff report, it is the Planning Staff's opinion that the project generally meets the applicable standards for planned development approval and therefore recommends the Planning Commission approve the request.

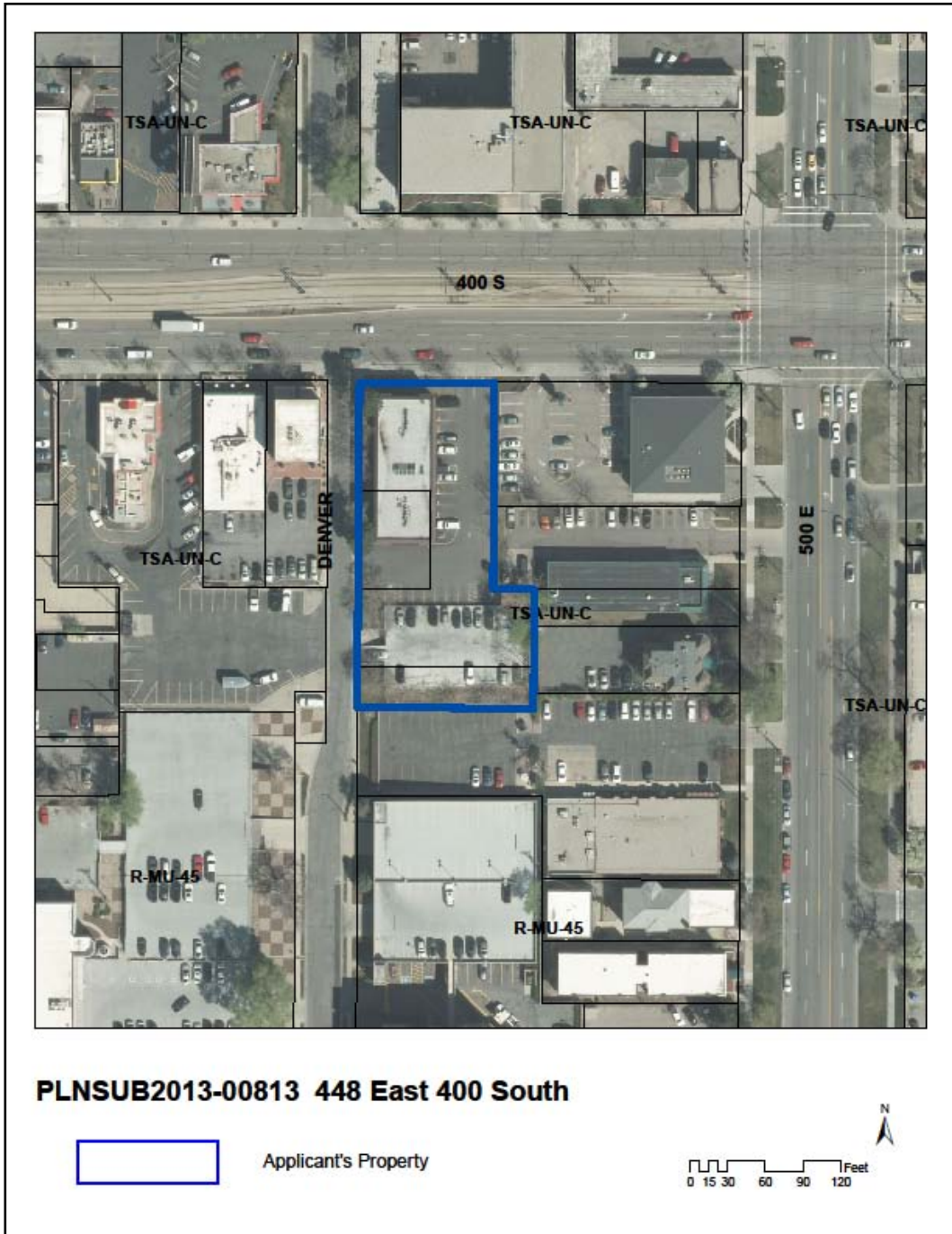
***Recommended Motion***

Based on the findings listed in the staff report and the testimony heard, I move that the Planning Commission approve the proposed planned development with the following conditions:

1. All parcels shall be consolidated into one lot.
2. The Planning Director is delegated final site and landscape plan approval to ensure that department comments are adequately addressed.
3. Allowed modifications from zoning regulations is the reduction of the rear yard setback to five (5) feet.
4. The property owner must record an easement for public pedestrian access along the east side of Denver Street and provide an additional 1 foot width to the sidewalk on 400 South Street and address all department comments through the building permit process.

**Attachments:**

- A. Applicant Project Information
- B. Project Drawings/Plans
- C. Community Comments
- D. Department Comments
- E. 400 South Station Area Plan
- F. TSA Development Review Score



## Background

### Project Description

The project consists of removing an existing office and separate parking structure and replacing it with a new, 6 story (including partial basement level parking) 92 unit multi-family housing project. Proposed is new construction of a 6-story multi-family housing project fronting on 400 South Street and Denver Street. The development contains 92 dwelling units and will include 2 levels of parking with 92 parking spaces. The 92 dwelling units will consist of 68 one bedroom units and 28 two bedroom units.

Amenities provided for residents and guests include a fitness center, business center and theatre room. The third level will contain an open common area with a sun deck, hot tub and open space amenities. The development proposes the provision of a public sidewalk on the parcel along the Denver Street right of way. The applicant's project description and information submitted is provided in Attachment A.

TSA-UN-C Zoning Standards			
Requirements	Standard	Proposed Development Status	Impact on Development
Building Height	75'	Building meets this standard.	None
1st Floor Glass Street Elevation	60% residential use 40% nonresidential use	Proposal meets this standard with the application of public art, architectural ornamentation or detailing or other similar treatment.	None
Minimum Lot Area and Street Frontage	2,500 Square Foot Lot and forty foot of street frontage	Proposal meets this standard	None
Front Yard Setback	21A.26.078.G. (b.1.B) 400 South/University Boulevard: The front yard setback along 400 South/University Boulevard shall be a minimum of fifteen feet (15'). In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is constructed or with additions that increase the gross building square footage by more than fifty percent (50%).	Proposal does not meet this standard	Applicant will modify site plan to accommodate 10' of public walkway along the 400 South Street frontage.

<b>Requirements</b>	<b>Standard</b>	<b>Proposed Development Status</b>	<b>Impact on Development</b>
Corner Side Yard	No minimum, if a setback is provided at least 50% of the street facing building façade shall be located within 5' of the front property line.	Proposal meets this standard	None
Side Yard	No Minimum	Proposal meets this standard	None
Rear Yard	25'	Proposal does not meet this standard	Requested modification through Planned Development process
Parking	No minimum parking requirement and a maximum parking requirement of 1 stall per dwelling unit.	Proposal meets this standard	None

### **Project Details**

Proposed developments within the TSA District are analyzed through a Development Score Review application that determines which City review process a proposal must go through. The options are Planning Commission, Administrative Hearing or Building Permit review. The result of the TSA Development Score Review was that the development met enough TSA design criteria to qualify for an over the counter building permit process. Through the review process it was noted that the TSA District requires a 25 foot rear yard. The proposed development has a 5 foot rear yard. The applicant after reviewing the project to determine if they could develop the site with the 25 foot rear yard setback chose to request modification to the rear yard setback standard through the planned development process.

The planned development process is intended to provide flexibility in site design in order to achieve a result more desirable than through strict application of City land use regulations. The proposed project includes many positive design features and amenities for an urban building located on a transit line. As mentioned above the proposed development received a high score in the Transit Station Area Development Review process. The site design and building design features meet several of the design goals of the TSA District design guidelines.

As discussed above the specific reasons for the planned development request is reduction of the rear yard setback requirement. The specific development standards for the rear yard setback are provided below.

### **Section 21A.26.07.G. Development Standards: (3) Rear Yard Setback:**

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

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

The TSA ordinance requires a 25 foot minimum rear yard setback that varies depending upon building height when the property is adjacent to OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning districts. The intent while developing the TSA ordinance was that within the core area where a property is not adjacent to one of the above zoning districts, there would be no required rear yard setback. This inconsistency in the existing text is presently being processed as a fine tuning zoning text correction by the Planning Division. In the interim, a development proposal with a rear yard less than 25 feet in depth would need planned development approval to modify the setback.

Typically, through the planned development review process the Planning Commission looks closely at the elevation design and materials. In this case Staff has already reviewed the proposed elevations as part of the TSA Development Review Score application. It was determined that the proposed development met enough Building and Site Design criteria to be processed as an over the counter building permit. As additional information for the Planning Commission staff has provided how the proposal meets one of the key design criteria, Ground Floor Glass and Transparency.

#### **21A.26.078.J.2.c Ground Floor Glass and Transparency**

The design standard for ground floor glass and transparency is the provision of 60 percent ground floor glass located between 3 and 8 feet above grade and the provision of 40 percent ground floor glass for residential uses.

##### 400 South Elevation

The 400 South street level elevation contains active residential support uses (the clubhouse and lobby). The percent glass requirement is allowed to be 40 percent glass or other acceptable treatments allowed in the TSA Zoning District for residential uses.

##### Denver Street Elevation

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 Denver Street ground floor elevation contains a parking structure level. The ground floor elevation treatment has appropriate windows, doors, sculptural metal panels of metal mesh and perforated metal sheets and decorative exposed concrete etched panels, metal awnings and landscape planter recesses that adequately activate the sidewalk and provide street level interest to meet the purpose of the design standards.

## **Public Notice, Meetings and Comments**

The following is a list of public meetings that have been held related to the proposed project:

- Community Council held on November 6, 2013.

Notice of the public hearing for the proposal includes:

- Public hearing notice mailed on November 27, 2013.
- Public hearing notice posted on property on November 26, 2013.
- Public hearing notice posted on City and State websites on November 27, 2013.

### **Public Comments**

The proposed development is within the Central City Neighborhood Council. The proposed development with the request to modify the rear yard setback was presented to the Central City Neighborhood Council on November 6, 2013. Comments from the Central City Neighborhood Community Council are included in Attachment C. The community council did not take a vote of support or no support. In general, the setback request was not an issue. Other questions and comments were the refunding of the applicants fee as the setback issue should have been corrected, will there be live/work units or retail, is there a lawn area provided for dogs, concern if the number of parking stalls are adequate and would access from 400 South impact on traffic flow.

### **City Department Comments**

The key issues that need to be addressed by the applicant are the provision of a public pedestrian easement and sidewalk improvements along the Denver Street frontage and widening of the 400 South Street public sidewalk to maintain a full 10 foot sidewalk width. The property owner must record an easement for public pedestrian access along the east side of Denver Street. Department comments are provided in Attachment D.

### ***Analysis and Findings***

#### **21A.55.050: STANDARDS FOR PLANNED DEVELOPMENTS:**

The Planning Commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards:

A planned development is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Through the flexibility of the planned development regulations, the city seeks to achieve any of the following specific objectives:

- A. Combination and coordination of architectural styles, building forms, building materials, and building relationships;
- B. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
- C. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
- D. Use of design, landscape, or architectural features to create a pleasing environment;
- E. Inclusion of special development amenities that are in the interest of the general public;
- F. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;
- G. Inclusion of affordable housing with market rate housing; or
- H. Utilization of “green” building techniques in development.

- A. **Planned Development Objectives:** The Planned Development shall meet the purpose statement for a planned development (Section 21A.55.010) and will achieve at least one of the objectives stated in said Section;

**Analysis:** This project has been reviewed through the Transit Station Development Score Review process through a separate petition application PLNTSD2013-00665 which is provided in Attachment F of this report. This review process is designed to implement the Transit Station Area Development Guidelines. The Development Guidelines are a list of recommendations that should be used to guide new development within a transit station area. The guidelines are an integral part of the review process set forth in section 21A.26.078 TSA Transit Station Area Zoning District regulations. The intent of the Transit Station Area Development Guidelines is to reward high quality, desired development through the use of incentives and allow for a more streamlined the approval process.

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 transit station area design standards that the proposed development meets which also support the planned development objectives:

- a. Redevelopment of Noncomplying Buildings: A new building that meets the standards of the TSA zoning district that replaces a building and parking structure that do not meet the standards.
- b. Building Corner Emphasis: As a corner building it is designed with a visual architectural emphasis placed on the corner to make the building more prominent.
- c. 360 Degree Architecture: Architectural detailing is wrapped around all four sides.
- d. Building Walls Adjacent to Street: Both the 400 South and Denver Street building facades adjacent to the street provide architectural variety and scale.
- e. Ground Floor Building Materials: The ground level street facing façade, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed in the Transit Station Area Development Guidelines.
- f. Ground Floor Glass and Transparency: The 400 South façade meets this standard with allowance for the portion of the façade where the parking garage opening is located. The Denver street façade glass requirements conflict with the internal function of the building, structured parking and appropriate architectural ornamentation and detailing with the concrete panels and landscape planters adequately activate the sidewalk to meet the purpose of the design standards.
- g. Eyes on the Street and Public Spaces: There are openings and balconies on all levels of the building that allow visibility into the public space.
- h. Public Spaces and Plazas: A public space is provided that includes seating, art and other features intended to activate the space or make it comfortable.

**Finding:** The project achieves at least four of the objectives for planned development, thereby satisfying this standard. Those objectives are A, D, E and F related to coordination and use of architectural styles and materials to create a pleasing environment, elimination of incompatible structures and the provision of special amenities for the general public. The proposed also development meets the design criteria and guidelines for transit station area development.

B. Master Plan And Zoning Ordinance Compliance: The proposed planned development shall be:

1. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and,
2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.

**Analysis:** The proposed development is within core area the 400 South and University Boulevard Station Area which is within the Central Community. The master plan objectives and policies related to this project are re-iterated in Attachment D. The subject property lies within the Trolley Station Area.

Key related Trolley Stations Area goals are:

1. The primary purpose of the Trolley Station Area is to provide housing and access to higher intensity employment, commercial centers, downtown, and to the University of Utah. - The proposed development provides 92 dwelling units, which is approximately 130 dwelling units per acre.
2. Require midblock connections from 300 South and 500 South that connect to 400 South. - The proposed development provides the only public sidewalk on Denver Street, a mid block right of way.
3. Maintain the original 15-foot landscaped setback along the 400 South street frontage. - The proposal provides a 15 foot setback on 400 south, and
4. Extend 450 South midblock walkway through to 600 East. - The proposed development does not prohibit the 450 South midblock walkway, there is a 5 foot landscaped rear yard that could allow for future pedestrian corridor access if the future 450 South midblock walkway is located adjacent to the subject property.

**Finding:** Review of the Trolley Station Area goals show that the proposed planned development is consistent with those policies and the planned development approval with a modified rear yard setback in the TSA zoning district is consistent with the City master plan and zoning ordinance.

C. Compatibility: The proposed planned development shall be compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use will be located. In determining compatibility, the planning commission shall consider:

1. Whether the street or other means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any adjacent street/access;



2. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected, based on:
  - i. Orientation of driveways and whether they direct traffic to major or local streets, and, if directed to local streets, the impact on the safety, purpose, and character of these streets;
  - ii. Parking area locations and size, and whether parking plans are likely to encourage street side parking for the planned development which will adversely impact the reasonable use of adjacent property;
  - iii. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property.
3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, non-motorized, and pedestrian traffic;
4. Whether existing or proposed utility and public services will be adequate to support the proposed planned development at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;
5. Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed planned development, and;
6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.
7. If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in chapter 21A.59 of this title.

**Analysis:** The project design uses the topography of the site to create two separate parking levels one with access off of 400 Street the other off of Denver Street which distributes the ingress / egress activity on the site and reflects existing conditions and does not create unusual pedestrian or traffic patterns or volumes. The development provides the maximum number of off street parking allowed under the TSA zoning. The proposed traffic pattern was acceptable to the Transportation Division and will not degrade the existing traffic.

The Transit Station Development Score Review process identified the following transit station area design standards that the proposed development meets which also support compatibility with adjacent properties:

- a. Parking Structures: The first and second levels of parking have horizontal floors and facades and are effectively screened to meet the standard.
- b. Land Use Intensity/ Density: More than 50 dwelling units per acre; the development contains 130 units per acre.
- c. Connections and Walkways: The project includes a key circulation connection by providing public sidewalk on the subject property along the Denver Street frontage where otherwise no public sidewalk would exist.
- d. 360 Degree Architecture: Architectural detailing is wrapped around all four sides

- e. Land Use Intensity/ Density: More than 50 dwelling units per acre; the development contains 130 units per acre.

It was identified in the preliminary DRT reviews that the six inch water line in 400 South will need to be upgraded to a 12 inch waterline to serve the proposed development. Fire hydrants will be required as part of the building permit process within 400' of all exterior walls of the first floor.

The development will need to increase the sidewalk width for better pedestrian flow and a more comfortable pedestrian environment along 400 South. The development will provide the only sidewalk along the north segment of Denver Street with the majority of the sidewalk on the subject property in the five foot setback.

The development is not a conditional use. The development does not need to conform to the conditional building and site design review standards. However, the TSA zone standards and the development score review process are intended to determine compliance with the conditional building and site design review standards. The development review score review results are provided in Attachment F.

**Finding:** The proposed development provides a 15 foot setback from 400 South with a wider sidewalk and a plaza and provides a public sidewalk along the Denver Street frontage. This supports the master plan desired character and the character of existing development within the vicinity of the site. The project satisfies this standard. Staff finds that the proposal maintains compatibility with the existing adjacent properties and poses little impact to surrounding streets.

- D. Landscaping: Existing mature vegetation on a given parcel for development shall be maintained. Additional or new landscaping shall be appropriate for the scale of the development, and shall primarily consist of drought tolerant species;

**Analysis:** The existing parcel surface consists of buildings and parking areas with existing vegetation and trees along the perimeter of the property on 400 South and Denver Street. Approximately nine trees will be removed to accommodate the footprint of the new structure. The landscaping along 400 South will contain street trees and primarily plants within the plaza. The existing trees along the Denver Street frontage will be removed and three new trees will be installed in planters within the façade of the Denver Street elevation. There will be a common deck on the first apartment level with landscaping elements. As noted in the department review comments an additional street tree will need to be placed along the 400 South Street frontage.

**Finding:** The site does contain existing mature vegetation. The proposed development will contain new landscaping that is appropriate for the scale of the development. An additional street tree will be required along the 400 South street front.

- E. Preservation: The proposed Planned Development shall preserve any historical, architectural, and environmental features of the property;

**Analysis:** The existing building on 400 South Street and the parking structure on Denver Street are not listed on any national or local registers of historic places or cultural resources.

**Finding:** The project satisfies this standard.

- F. Compliance with Other Applicable Regulations: The proposed planned development shall comply with any other applicable code or ordinance requirement.

**Analysis:** Other than the specific modifications requested by the applicant, the project appears to comply with all other applicable codes. Further compliance will be ensured during review of construction permits.

**Finding:** The project satisfies this standard.

# Attachment A

## Applicant Project Information

**Project Description:**

The project consists of removing the existing office building and parking structure and replacing it with a new, 6 story (including the basement) 92 unit multi-family housing project.

The project will have one building with 2 levels of enclosed and secured, structured parking and 4 levels of upscale residential housing units. Active space will be on the street level along 400 South and partially along Denver Street. The first level of parking will be underground and the second level of parking will be at or above grade. No parking will be visible from the street. There will be 4 levels of residential apartments above the parking structure. The ground level and other levels will also have the leasing office, clubhouse, and other amenities such as fitness center, business center, theatre room that will compliment the apartment project. The project will also have a sun deck, hot tub, and open space amenities. While urban in nature, the project will also have attractive and appealing landscaping on 400 South and Denver Street.

The architecture and design elements of the building will be masonry, stucco, glass and metal. It will feature some outstanding architectural elements, utilizing a variety of materials and textures.

**Planned Development Information:**

We will eliminate an older, vacant, non ADA compliant and inefficient office building and a blighted, corroding parking structure. We propose a building design that is appropriate, attractive and striking from all views and particularly having a strong street view from 400 South. We will take advantage of the east/west elevation change by having the upper parking enter from the existing curb cut on the northeast corner of the property and having the lower parking enter from the elevation which is 7'6" lower in the south west corner of the property. The project is highly amenitized to the project residents and guests, including a clubhouse, theatre, fitness, and business center. We will incorporate energy efficient appliances and heating and cooling equipment and other cost effective energy measures. We will provide leasing incentives for people who walk, bike and use the Trax line which runs on 400 South. The building will feature large view windows with outdoor private deck areas that will have splendid views of the city, the university bench and the Wasatch mountains.

**Project Specifications:**

Lot Size: 30,920 sq. ft ., .71 acres

Number of Units: 92, consisting of 68 one bedroom units and 28 two bedroom units

Number of Parking Stalls: 92

Density: 129 units/acre

**Attached are the following:**

Site Plan

Parking Plan

Floor Plans

Landscaping Concept Plan

Exterior Elevations

Exterior 3D Rendering

Scoring worksheet

# Attachment B

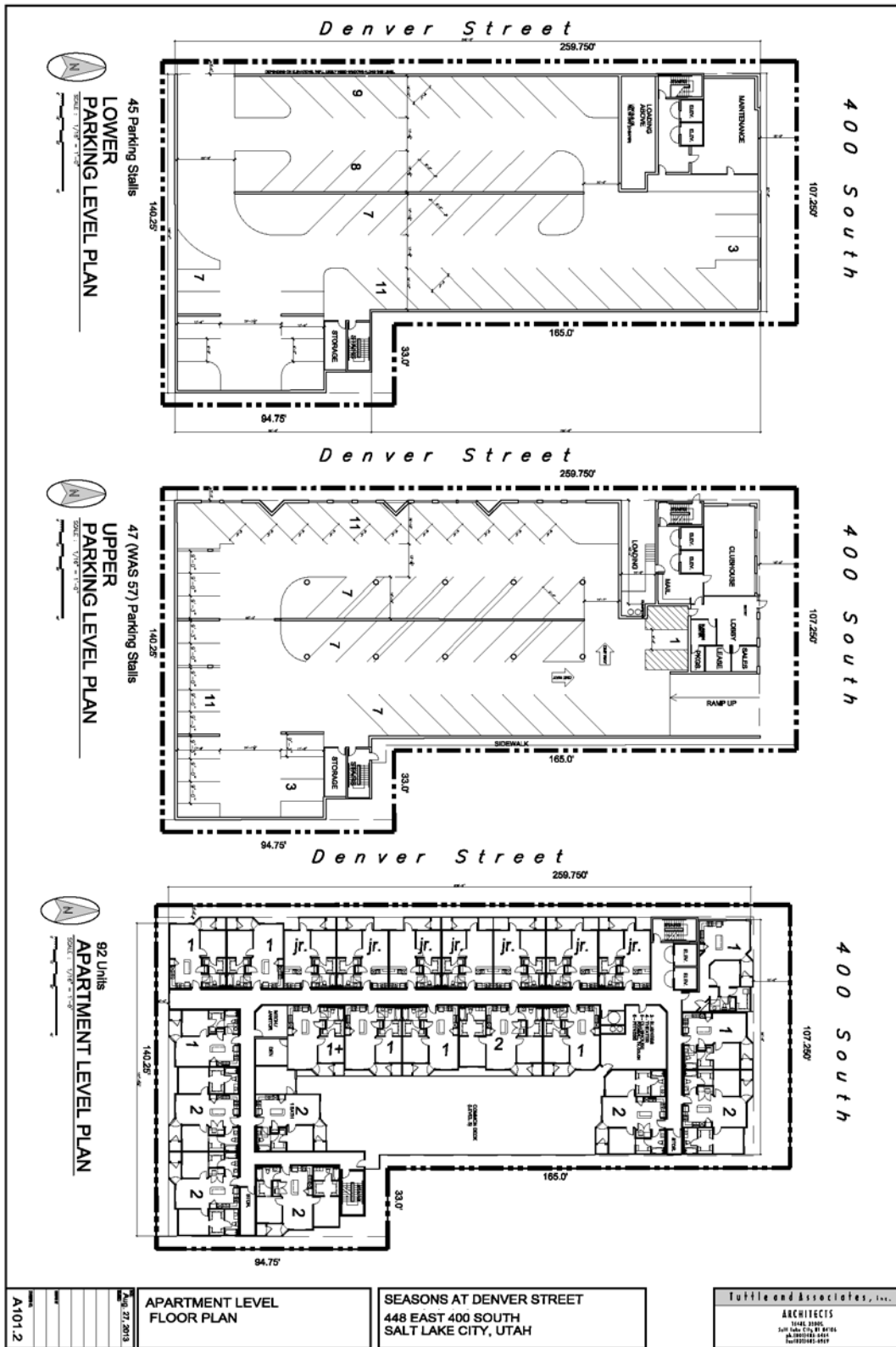
## Project Drawings and Plans

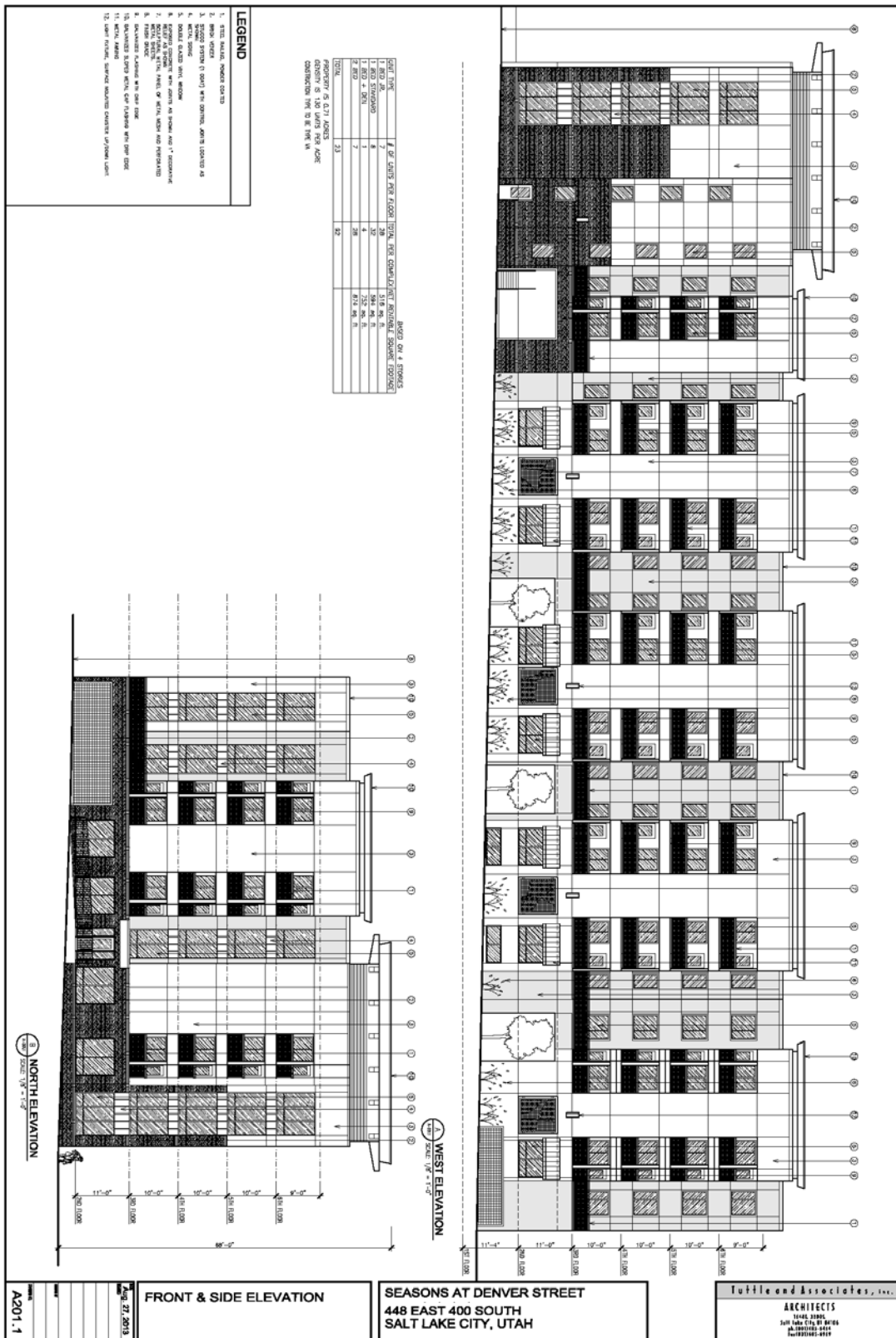


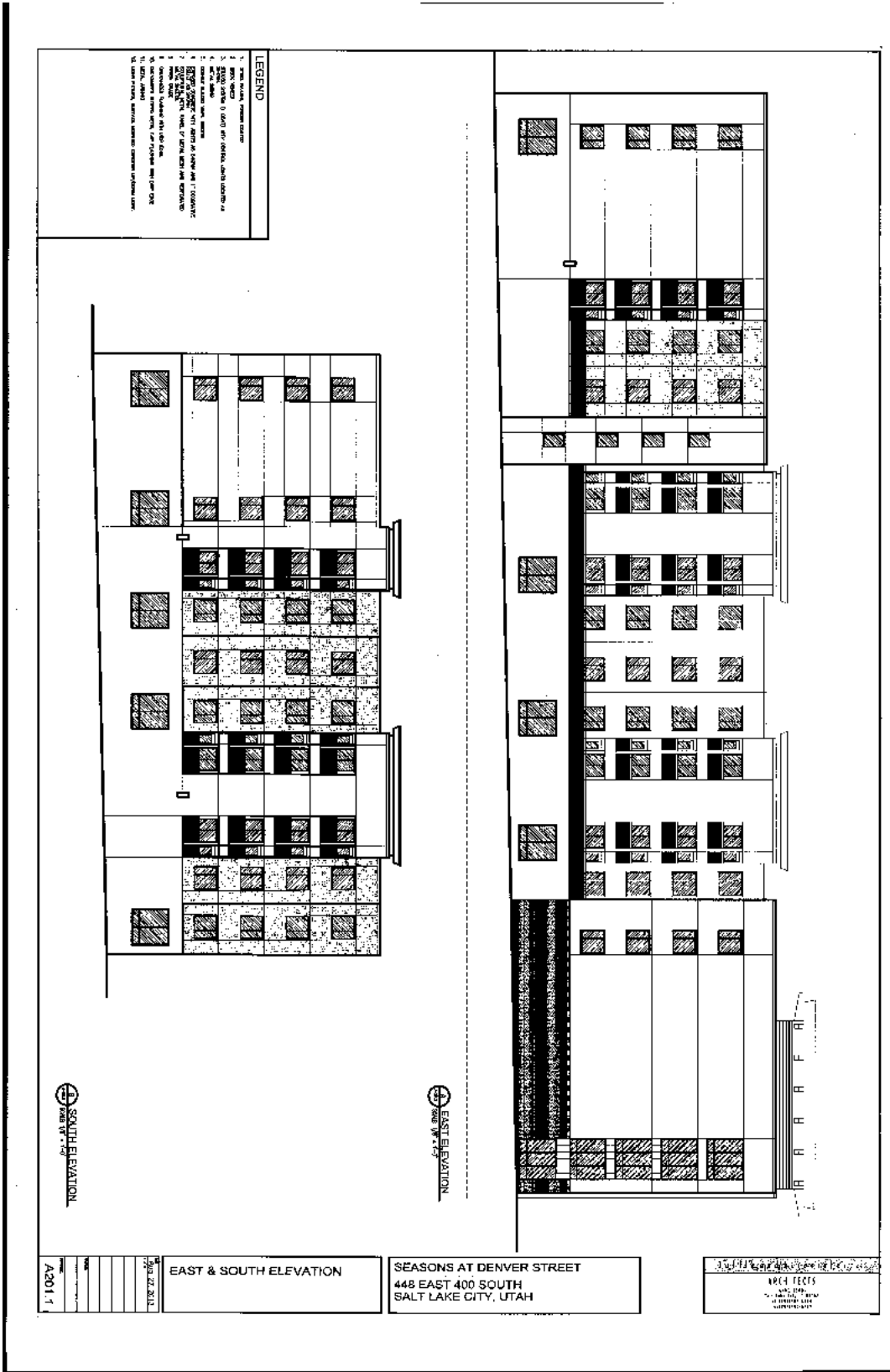


Denver Street Detail









# Attachment C

## Community Council Comments

## CENTRAL CITY NEIGHBORHOOD COUNCIL

**DATE:** November 19, 2013

**TO:** Everett Joyce

**FROM:** Central City Neighborhood Council

**REGARDING:** Denver Street Apartments 448 East 400 South-Planned Development  
PLNSUB-2013-00813

Central City Neighborhood Council (CCNC) heard the presentation on the Denver Street Apartments Planned Development at our November 6<sup>th</sup> meeting. There were approximately 15 people in attendance. We did not take a vote of support or no support. In general the setback request was not an issue, except for the refund comment-see below, and most people commented on the projects amenities provided for residents. Comments are below. CCNC appreciates the time and effort from the Planner in preparing for this presentation. Thank you.

First comment and then repeated a couple more times was that the City should refund the fee the applicant paid for this process as the setback issue should have been corrected by the City already.

A couple residents asking about types of units and whether there would be any live/work units or any retail on the lower level.

A question whether areas for dogs will be provided or will they be using surrounding property owners lawns.

There was a concern about the number of parking stalls per unit and if not adequate would they be parking on the streets or other lots thereby impacting surrounding properties.

A concern about access to and from the garage and if it would impact flow of traffic on 400 South.

Tom Mutter  
CCNC Chairperson

# Attachment D Department Comments

## Zoning

Log Number: PLNSUB2013-00813  
Project Name: Seasons Apartments at Denver St.  
Project Address: 448 East 400 South

Date: November 1, 2013  
Zoning District: TSA-UN-C  
Overlay District: N/A

Planner: Everett Joyce

Reviewer: Alan R. Michelsen

### COMMENTS

Zoning review for a planned development of a new 4 story apartment building with 92 apartment units and two levels of parking. Request is to consolidate multiple lots and reduced the rear yard setback from 25 feet to 5 feet.

- 1) An address certificate, obtained from SLC Engineering is required at the time an application for a building permit is submitted. Address on plans shall match the certified address.
- 2) A separate demolition permit is required for each address where existing buildings are being demolished.
- 3) Any ground mounted utility boxes shall comply with the provisions of 21A.40.160.
- 4) Calculations are required to document compliance with open space requirements as per 21A.26.078.G.3.d.
- 5) Proposal does not meet the rear yard setback requirement as per 21A.26.078.G.2.b(3)(A).
- 6) Proposal does not meet the corner-side yard setback along the rear portion of the lot adjacent to Denver Street as per 21A.26.078.G.2.b(2)(B)(i).
- 7) Proposal does not meet the design standard requirements along 400 South and Denver Street for 60% ground floor glass located between 3 and 8 feet above grade as required per 21A.26.078.J.2.c.
- 8) Proposal does not meet the requirements for ground floor elevations of retail or residential uses facing a public street to be located a minimum of 2 feet and a maximum of 5 feet above grade along 400 South and Denver Street, as per 21A.26.078.J.2.e.
- 9) Proposal does not comply with section 21A.26.078.f, which requires ground floor parking levels adjacent to public streets to include other uses such as retail or office; or be setback 60 feet from the property line.
- 10) Parking calculations are required and shall include handicap parking and bicycle parking.

- 11) The 40 degree parking angle and maneuvering dimensions do not comply with Table 21A.44.0020.
- 12) Three parkway trees (1 tree per 30 feet of frontage) are required along 400 South. Plans provided show only two.

## **Transportation**

Re: Denver Street Apartments 448 E 400 So. PLNSUB2013-00813.

Transportation review comments and recommendations of the PDF preliminary plans submitted are as follows:

Per the TSA zone the parking is limited to One stall per unit. The plans indicate 92 units and 92 parking stalls. There are no ADA stall designations shown. For the 92 stalls, four ADA stalls area required with one being a van designated stall. The height clearance to access the van stall needs to be a minimum of 8'-2".

The TSA zone does not require any parking and therefore, per the bicycle regulation of 5% of required vehicle parking stalls is designated for bikes, No bicycle parking required.

The plans indicate changes to the Denver Street driveways which are regulated by Salt Lake City. The 400 South frontage is a UDOT roadway, which per Engineering has been stipulated with a two year moratorium on any construction issues. Per the plans it appears that the existing drive approach is to remain with no changes to the public ROW.

## **Engineering**

Sidewalk exists in the public way of 400 South and on private property along the east side of Denver Street. Since there is no sidewalk on the west side of Denver Street, any sidewalk removed along the east side of Denver Street must be replaced to perpetuate the existing pedestrian corridor. The property owner must record an easement for public pedestrian access along the east side of Denver Street. To abide by ADA, the sidewalk should have no more than 2% cross slope. This presents a design challenge, but the cross slope of sidewalk can't be steeper than 2% at the loading access (Upper Parking Level) and parking lot access (Lower Parking Level). The designer may want to consider a mountable curb per APWA Std. Plan 216 so that drainage from the street gutter will not flow across the sidewalk onto private property at these vehicular access points. Prior to performing any work in the public way, or occupying the public way with construction materials or equipment, a Permit to Work in the Public Way must be obtained from SLC Engineering by a licensed contractor, who has a bond and insurance certificate on file with SLC Engineering.



## **Preliminary DRT Comments**

### Public Utilities

Owner wants to convert and add new apartments to property. Only 6 inch water main in 400 S. will need to upsize to 12 inch for new construction, Will need to sort out un-needed utility connections and water or sewer crossing property lines, Will need to know sewer demand. Denver Street has 4 inch dead end water main, not good for connection. There is a \$409 sewer connection charge per apartment.

### Fire

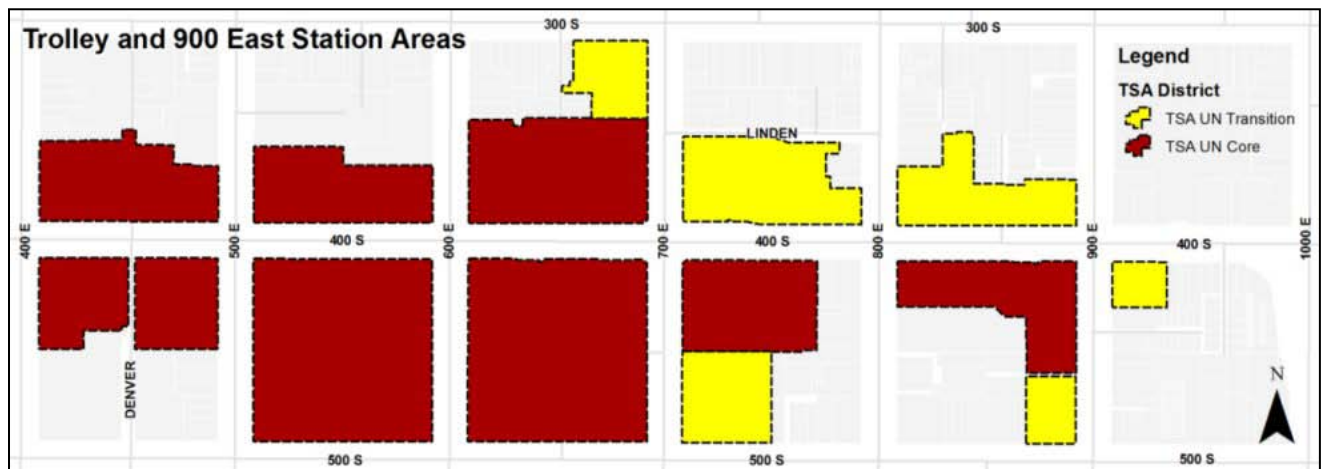
Fire hydrants shall be within 400' of all exterior walls of the first floor. Fire department connections shall be located on the address side of the building and within 100' of a fire hydrant. Building shall be provided with automatic fire detection system in the apartments and building notification system that is interconnect to a remote station. Standpipe shall be installed when the top floor is measured 30' or more from the lowest point of fire department access roads. Fire department access is required within 150' of all parts of a structure measured from the fire department road.

# Attachment E

## 400 South / University Boulevard Station Area Plan

## 400 South and University Boulevard Station Area Plan

**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 (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.



### Trolley Station Area

The Trolley Station is defined as an Urban Neighborhood Station Area. Urban Neighborhoods are places that have an established development pattern that contain a mix of uses and can support an increase in residential density and supporting commercial activities. New development generally occurs as infill, occurring on undeveloped or underutilized properties. Redevelopment of surface parking lots that front on 400 South is a priority. A compact development pattern is desired in order to focus new growth at the station and respect the existing scale and intensity of the surrounding neighborhood. The highest residential density and intensity of commercial land use occur closest to the transit station and are scaled down the further one moves from the station.

The station area comprises of core and transition areas. The purpose of creating the different areas is to recognize the scale and nature of existing development patterns and identify the appropriate locations for growth. The general concept is that bigger buildings with the most dwelling units and a

higher intensity level of commercial space should be located closest to the station in the core. The transition area reduces the scale, mass and intensity of new development as it moves away from the core area.

Trolley Station is a unique Transit Station Area because it is located within the Central City Historic District. The Central City Historic District is centered on the 600 East landscaped medians, which are a character defining feature of the historic district. Over time, the 600 East medians have been degraded by the continual pressure from commercial development to allow vehicle access through the medians. The policy of the Trolley Station Area is to prohibit further dissection of the 600 East medians for vehicular traffic and to maintain the historical 15 foot landscaped setback of building along 600 East.

Despite being located within the Central City Historic District, the blocks that front on 400 South have lost most, if not all, of their historic character. Without the historic character being present, the boundaries of the Central City Historic District should be reviewed and amendments to the district boundaries should be proposed.

The “TSA Development Guidelines” will be used along 400 South to encourage a walkable urban neighborhood compatible with the adjacent historic district.

*Trolley Station Area Goals:*

1. The primary purpose of the Trolley Station Area is to provide housing and access to higher intensity employment, commercial centers, downtown, and to the University of Utah.
2. Rezone properties fronting 400 South so that the zoning reflects the vision for the station area. Rezone the properties that are in the vicinity to a mix of zoning districts that promote high density residential development, while allowing limited commercial types of uses in appropriate places. The properties fronting 400 South should be the focus of the station area and development should focus on creating an urban neighborhood in scale and purpose, and is not intended to supplant or compete with the much higher density central business district. Regional scale development beyond the existing Trolley Square commercial development is not encouraged.
3. Coordinate with the Utah Department of Transportation (UDOT) to improve the functionality of 400 South for pedestrians. This could be accomplished by adding additional midblock crosswalks to the transit stations, allowing on street parking during off peak travel hours, studying the impact of reducing the road width, whether in key spots or for longer stretches, and other changes to the street that are aimed at creating a safe and functional transportation corridor for all users.
4. Work with the Transportation Division to find appropriate bicycle routes that run on or parallel 400 South and that connect to appropriately located north/south bike routes.
5. Require midblock connections from 300 South and 500 South that connect to 400 South.
6. Incorporate way-finding features at the station area so people can easily locate station area assets such as Trolley Square, Gilgal Gardens and Liberty Park.
7. Maintain the original 15-foot landscaped setback along the 400 South street frontage.
8. Review the appropriateness of and consider amendments to the boundaries of the Central City Historic District to remove those blocks and portions of blocks that front on 400 South from the historic district due to the lack of remaining historic character. See the “.....” map to determine

the areas that should be considered for removal from the Central City Historic District.

9. Preserve the 600 East medians and prohibit further bisections of the medians for the purpose of allowing vehicular access and left turns to private property or streets.
10. Extend 450 South midblock walkway through to 650 East.
11. Further multi-modal solutions to change the way 600 South is utilized between 500 East and 700 East. Possible solutions include adding middle of the street parking, midblock crosswalks, medians, or removing a lane of traffic in each direction to add bike lanes, larger park strips or angled parking.
12. Identify zoning solutions for the block faces across from Trolley Square on 600 East and 600 South. The focus should be to encourage development on vacant parcels, increase residential density and promote the preservation and adaptive reuse of contributing structures. The surface parking lot south of Trolley Square should be rezoned to allow Trolley Square to building a parking structure, retain the historic structures fronting on 600 South and build housing.
13. Adopt zoning that increases housing potential, but does not introduce extensive commercial development on the south side of 500 South between 500 and 600 East and both sides of the street between 400 and 500 East.
14. Encourage redevelopment of strip centers into higher density with structured parking with a potential park and ride. The block bounded by 400 and 500 South and 600 and 700 East should have the highest commercial densities of the area.
15. Encourage development that is compatible with the historic development pattern in the Central City Historic District where appropriate.
16. Reevaluate the densities on the northwest quadrant of the block bounded by 300 South and 400 South and 600 East and 700 East, to allow higher densities and design that is compatible with the adjacent historic character.
17. Mid-block crossings across 400 South should be considered adjacent to the Trax stop to help pedestrians to cross safely and to discourage jaywalking.

# Attachment F TSA Development Review Score

WILFORD H. SOMMERKORN  
PLANNING DIRECTOR  
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**SALT LAKE CITY CORPORATION**  
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT  
PLANNING DIVISION

RALPH BECKER  
MAYOR  
ERIC D. SHAW  
COMMUNITY AND ECONOMIC  
DEVELOPMENT DIRECTOR

August 5, 2013

Paul Willie  
95 West 100 South, Suite 340  
Logan, UT 84321

RE: Transit Station Area Development Score Review for Petition #PLNTSD2013-00665 –  
(Denver Street Apartments) at 448 East 400 South, Salt Lake City, Utah

This letter is notification of the development score review as determined by the Planning Staff. After completing a review of submitted plans, staff has given the proposed project a score of 132 points. This means that no public hearing is required and that the project is now authorized to go through the standard building permit process. This review is approved with the following conditions:

1. That the materials and architectural details as shown on the plans submitted for development score review will be the same as submitted plans for the Building Department permit review and approval with architectural detailing wrapped on all elevations.
2. Any significant changes made to the elevations, site plans or floor plans submitted for development score review must be reviewed and approved by the Planning Department with respect to the final development review score meeting the criteria for administrative approval.

The Planning Staff development review score form is attached.

As the applicant, you have the option to appeal this development review score to the Planning Commission. If you choose to appeal, a public hearing will be required per the requirements of the Salt Lake City Zoning Ordinance.

If you are satisfied with the Development review score given, you can now submit your plans to the Building Permits Department in Room 215 of the City and County Building. The plans examiners will work with you to ensure that you submit all the required documentation.

To help facilitate preparation of plans for a building permit your proposed development was given a preliminary review regarding TSA and other code requirements. The results are provided below. Areas needing plan modifications to meet code requirements are highlighted. This is a preliminary review the plans are still subject to a final review through the building permit process.

451 SOUTH STATE STREET, ROOM 406, SALT LAKE CITY, UTAH 84111  
PLNTSD2013-00665 – (Denver Street Apartments) at 448 East 400 South, UTAH 84114-5480  
TELEPHONE: 801-535-7757 FAX: 801-535-6174 TDD: 801-535-6021

Page 1

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**Plan Modification Required.** The current Salt Lake County parcel map shows that the subject development property consists of three individual parcels. In order to place the structure as proposed these lots will need to be consolidated into one parcel so that the building does not straddle a property line. Based upon review of parcel legal descriptions the property is not located within an existing subdivision, so the three parcels can be consolidated into one parcel at the Salt Lake County Recorder's Office into one tax parcel.

The proposed development site is located in the Trolley and 900 East Station Areas which are zoned Urban Neighborhood Station (TSA-UN). The following plan modifications or actions will be necessary to meet the standards of the TSA Zoning Ordinance requirements in order to obtain a building permit.

**TSA Section 21A.26.078 G: Development Standards**

a. Building Height: The building height limit is 75 feet and the proposed development meets this criteria.

b. Setbacks:

*Front Yard Setback:* 21A.26.078.G. (b.1.B) 400 South/University Boulevard: The front yard setback along 400 South/University Boulevard shall be a minimum of fifteen feet (15'). In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is constructed or with additions that increase the gross building square footage by more than fifty percent (50%).

**Plan Modification Required.** The public sidewalk width on 400 South needs to be 10 feet, the review plans scale out at 9 feet. Adjustments to the site plan will need to be made to accommodate the required 10 foot sidewalk width.

*Side Yard Setback:* No minimum side yard is required, the proposal meets this standard.

*Rear Yard Setback:* The required rear setback is 25 feet. The proposal does not meet this requirement. Planned Development approval would be required to modify the rear yard setback to less than 25 feet.

**Plan Modification Required.** Either the plans need to be adjusted to create a 25 foot rear yard setback or an application and approval for planned development that requests reduction of the rear yard setback.

c. Minimum Lot Area And Street Frontage Requirements: The minimum lot area for all areas of the TSA zoning district is two thousand five hundred (2,500) square feet. All subdivisions of land or combination of parcels must have a minimum of forty feet (40') of street frontage. The proposal meets these standards.



d. Open Space: Minimum 10% of land area up to 5,000 sf. The proposal exceeds the minimum requirement.

e. Circulation And Connectivity: 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. The proposal meets this standard.

**TSA Section 21A.26.078 H: Residential Densities**

Core Area: No maximum, the proposal meets this standard.

**TSA Section 21A.26.078 I. Accessory Structures:**

Not applicable

**TSA Section 21A.26.078 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: Both the 400 South and Denver Street building facades provide appropriate architectural variety and scale.
  - b. Ground Floor Building Materials: The ground floor building materials meet the purpose of the design standards.
  - c. Ground Floor Glass and Transparency: The 400 South façade meets this standard with allowance for the portion of the façade where the parking garage opening is located. The Denver street façade glass requirements conflict with the internal function of the building, structured parking and appropriate architectural ornamentation and detailing with the concrete panels and landscape planters adequately activate the sidewalk to meet the purpose of the design standards.
  - d. Building Entrances: At least one operable building entrance per elevation facing a public street. The 400 South façade meets this standard.

***Plan Modification Required.*** The Denver street elevation needs to have an operable building entrance. It is unknown if the stairway door is an operable entrance door.

- e. Ground Floor Residential Uses: Not applicable.
- f. Parking Structures: The first and second levels of parking have horizontal floors and facades and are effectively screened to meet the standard.
- g. Mechanical Equipment: Mechanical and electrical equipment requires screening. There is not adequate information to evaluate this standard.

***Plans depicting mechanical equipment will be required for final permit review.***

- h. Service Areas: The loading dock and refuse containers are located inside the building. The proposal meets this standard.

**TSA Section 21A.26.078 L. Parking:**

Surface Parking Lots And Structures On Corner Properties: On corner properties, surface parking lots and structures shall be located behind principal buildings or at least sixty feet (60') from a front and corner side lot lines. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line. The proposal meets this criteria

**21A.44.040.C Transportation Demand Management**

TSA District: There are no minimum off street parking requirements. The maximum number of off-street parking is 1 stall per dwelling unit. The proposal meets this standard.

If you have any questions about the Planning Department process, please contact me at 801-535-7930 or by e-mail at [everett.joyce@slcgov.com](mailto:everett.joyce@slcgov.com).

Sincerely,



Everett Joyce  
Senior Planner

CC: Nick Norris, Planning Manager  
Larry Butcher, building Services and Licensing Manager  
File

**Transit Station Area (TSA) Development Guideline Checklist**

Refer to the *Transit Station Area Development Guidelines* for more information on each Guideline

Category	Guideline	Description	Value	Applicant Review	Staff Review
Land Use	Intensity/Density: (Applicable to Core Area Only. A project can only get points from one of the lines in this guideline).	More than 50 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ration of 3 or more.	20	20	20
		More than 30 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 2 or more.	15		
		More than 20 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	10		
	Intensity/Density: (Applicable to Transition Area only. A project can only get points from one of the lines in this guideline).	More than 25 dwelling units per acre; Buildings that are up to 80% of the allowable building height; or Buildings with a Floor to Lot Area ratio of 2 or more.	12		
		More than 20 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 1.5 or more.	8		
		More than 15 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	5		
	Mix of Uses: If the ground floor of a building is designed for retail, restaurant, or other active use than what the floors above are used for, the following points shall be added to the development score	100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	10		
		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		
		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	6	
		A project that includes at least two uses that are different than existing uses on adjacent properties.	6		

Category	Guideline	Description	Value	Applicant Review	Staff Review
	Mixed Income Housing: A project that includes affordable housing (available to those with 80% or less of the median household income of the City) for sale or	33% or more of the total dwelling units.	30		
		20% or more of the total dwelling units.	15		
		10% or more of the total dwelling units.	10		
		33% or more of the total dwelling units.	8		
		15% or more of the total dwelling units	5		
		10% or more of the total dwelling units.	3		
	Community Serving Uses: Refer to the Transit Station Area Development Guidelines for qualifying uses.	A minimum of 1500 square feet.	15		
		A minimum of 1000 square feet	10		
		A minimum of 500 Square feet	5		
	Redevelopment of Surface Parking Lots.	50% or more of the existing surface parking lot is covered by new buildings.	15	15	15
		35% or more of the existing surface parking lot is covered by new buildings.	10		
		25% or more of the existing surface parking lot is covered by new buildings.	5		
	Redevelopment of Nonconforming Use or Noncomplying Building	A new building that meets the standards of the TSA zoning district and replaces a building that does not meet the standards.	10		
		A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district.	5		
Removal of Billboards	An existing billboard is legally removed by the developer as part of a redevelopment project.	10			
<b>Building and Site Design</b>	Sustainable Site and Open Space Design	The project utilizes a renewable energy source, such as geothermal heating, solar panels, or other similar system that is incorporated into the open space and capable of producing at least 25% of the buildings energy needs.	15		
		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		

Category	Guideline	Description	Value	Applicant Review	Staff Review
		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		
	Green Building: based on the ICC National Green Building Standard	Emerald	50		
		Gold	40		
		Silver	20		
	Energy Efficiency	The project is capable of producing 100% of its power through renewable sources as documented by a licensed engineer.	50		
		The project is capable of producing 50% of its power through renewable sources as documented by a qualified, licensed engineer.	25		
		The project is capable of producing 25% of its power through renewable sources as documented by a qualified, licensed engineer.	10		
		The project is capable of producing 10% of its power through renewable sources as documented by a qualified, licensed engineer.	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		
	360 Degree Architecture	Architectural detailing is wrapped around all four sides.	20	20	20
		Architectural detailing is wrapped around both side facades of a building, but not on the rear façade.	15		
	Historic Preservation	Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site.	40		
		National Register: State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits.	20		

Category	Guideline	Description	Value	Applicant Review	Staff Review
		Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director	20		
		Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	5		
		Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.	50		
	Building Materials	The entire street facing façade, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed in the Transit Station Area Development Guidelines.	15	15	
		Other than glazing, doors and trim materials, projects that have a minimum of 50% of the street facing façade clad in durable, high quality building materials as listed in the Transit Station Area Development Guidelines.	10		
	Corner Buildings	When located on the corner of two intersecting streets, the primary entrance of the building addresses the corner by including a hinged, rounded, beveled, open bay, mitered orientation or similar entrance feature.	10		
		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	10	10
	Rooftop Design and Use	A rooftop of a building is used as a common space for the building occupants.	6		6

Category	Guideline	Description	Value	Applicant Review	Staff Review
		A roof includes at least one of the following design features: 5 points Two or more sloping planes if the roof is pitched; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs significant enough to create a shadow line; Variations in height of parapets of at least 2 feet.	5	5	
	Eyes on the Street and Public Spaces	Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space.	5		5
	Lighting	A project that includes a lighting plan that accomplishes at least one of the following: Casts light from store fronts onto the sidewalk; Highlights unique architectural features of a building; Highlights artwork or unique landscape features.	6	6	6
	Signs	A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign).	2		
		An awning or canopy sign that is integrated into the design of the building.	2	2	2
		A monument sign that is integrated into the site and compatible with the building architecture.	2		
Public Spaces	Public Spaces and Plazas	A project includes a minimum of 15% of the total lot area.	15		
		A project includes a minimum of 10% of the total lot area.	10		
		A project includes a minimum of 5% of the total lot area.	5		
		A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable (must be within 330 feet of transit station).	3		3
	Streetscape Amenities	At least 4 street furnishings	3		
		At least 3 street furnishings	2		
		At least 2 street furnishings	1		1

Category	Guideline	Description	Value	Applicant Review	Staff Review
	Public Artwork	At least 1% of the project budget is dedicated to public art.	8		
		At least 0.5% of the project budget is dedicated to public art.	4		
		A major piece of art work is incorporated into the project and is visible from a public space.	2		
Circulation	Connections and Walkways	Projects that include a minimum six foot wide ADA accessible walkway through a parking lot that is separated from vehicle drive aisles.	4		
		Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces.	4		
	Bicycle Amenities	The project includes lockers, changing rooms for cyclists and showers.	6		
		The project includes any bicycle amenity identified in the Bicycle Amenity section of the Transit Station Area Development Guidelines.	3		
		The project incorporates art into the design of the bicycle amenity.	3		
	Access to Transit	The project is located within 750 feet, measured along the most direct, legal walking path.	8		
		The project is located within 1500 feet, measured along the most direct legal walking path.	4	A	A
Mid-block Walkways	The project includes a walkway accessible to the public that is a minimum of 20 feet wide that connects through the property to a public space, such as park, trail or similar area and allows for the walkway to be continued on adjacent properties.	6			
Parking (see the <i>Transit Station Area Development Guidelines</i> for qualifying provisions related to this item)	Structured Parking	100% of the parking is in above grade structured or 75% in a below grade structure.	50		
		75% of the parking is in above grade structure or 50% in a below grade structure.	40	40	40
		50% of the parking is in above grade structure or 25% in a below grade structure.	20		
	Shared Parking	At least 50% of the parking is shared with other uses, whether on or off site.	15		
		At least 40% of the parking is shared with other uses, whether on or off site.	12		
		At least 25% of the parking is shared with other uses, whether on or off site.	8		



Category	Guideline	Description	Value	Applicant Review	Staff Review
	Alternative Vehicle Parking	Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles.	5		
		Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 5% of the total number of spaces provided for automobiles.	3		
		A project includes dedicated parking stalls/equipment for a car sharing program.	3		
		A project includes a charging station for electric vehicles.	3 points per stall, max. of 9 points		
<b>Approval Process:</b>				<b>Applicant Total</b>	<b>Staff Total</b>
	<b>Planning Commission Review Required</b>	<b>0-49 points</b>			
	<b>Administrative Hearing Required</b>	<b>50-99 points</b>			
	<b>Building Permit Review</b>	<b>100 or more points</b>		143	132