



MEMORANDUM

PLANNING DIVISION
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Planning Commission

From: Daniel Echeverria, Principal Planner
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Date: August 18, 2016

Re: Public Hearing for the TSA Zoning District Improvement project (PLNPCM2016-00522)

NO ACTION REQUIRED: This item is being presented as a public hearing for the purpose of gathering public comments and discussion by the Planning Commission but no recommendation is sought at this state.

Staff will follow up later with a recommendation in conjunction with the proposed Design Standards chapter that is also being discussed at the August 24th Planning Commission meeting.

Planning staff would like the Planning Commission's input on the proposed draft language. A summary of the changes being considered is attached.

BACKGROUND/DISCUSSION: Last month, Planning staff presented a summary of the proposed changes that are being considered for the Transit Station Area (TSA) zoning code. Since that time planning staff has developed ordinance language to implement those changes. Additional language has also been developed for the Development Guidelines to implement changes to the points system for development proposals. The proposed draft language will continue to evolve based on public input and further analysis by planning staff. Most of the design standards currently in the TSA zoning code have been proposed to be moved to the proposed **"Design Standards" zoning chapter. Please see the memo** regarding this proposed chapter for the design standards language modifications.

Text Changes Status

A summary document of the proposed changes was reviewed by the Planning Commission at the commission meeting on July 27th and was also available for public review on Open City Hall and at the Planning Division Open House. A few text changes that were identified in the summary document have not yet been fully developed and staff will continue to look at how to implement those changes. Others have been modified since the original proposal based on further analysis and feedback. A revised version of that summary document has been attached to this memo with notes regarding the status of those changes.

Request for Planning Commission Input on Text Change

One of the remaining changes yet to be fully developed concerns what should occur between the building façade and the sidewalk, particularly for 400 South. The text changes propose a minimum of 10' between the front property line and the front façade. This would generally leave

between 8' to 10' feet between the back of the sidewalk and the building façade depending on its location on 400 S or North Temple. As currently written, a developer is allowed, but not required, to incorporate such things as plazas, outdoor dining, courtyards, or other similar outdoor uses in this space. Any remaining space is required to be completely landscaped. Staff is considering whether to require a certain percentage of this space to be an outdoor use rather than landscaping, and whether to require certain landscaping elements, such as a specific number of trees and shrubs, if landscaping is installed. The intent of these changes would be to help improve the walking environment for pedestrians, especially along 400 South. Staff would like the Planning Commission's input on what should occur in these spaces.

Public Input

Public feedback on the proposed changes and current issues with the TSA zoning has been obtained through e-mail, Open City Hall, and at a public open house. A notice was sent out to property owners and residents within the TSA district, as well as to developers and architects that have developed projects in the TSA district. The notice informed them of the proposed changes and directed them to the open house, public hearing, and Open City Hall topic. A survey was published on Open City Hall to obtain feedback from the public regarding issues identified with the TSA zoning. That survey closed on August 17th. A total of 122 responses were received. A summary of those responses is attached. Planning staff will be evaluating those responses as they relate to the proposed changes.

The Planning division also held an Open House on July 28th to present a summary of the proposed changes and solicit feedback. At least 19 people attended the open house for the TSA changes. Other comments and suggestions were received from the public via e-mail over the past month and are also being evaluated. Planning staff may make modifications to the current draft language based on those comments and suggestions. Comments that have been received so far are attached to this memo.

ATTACHMENTS:

The attachments to this memo include the following documents:

[A. Summary of Proposed Changes – Updated Version](#)

This document is a summary of the proposed changes and is an update to the summary sent to the Planning Commission for the July 27th meeting. That summary was also posted online for public review. Changes to the document since the original was published have been marked in bold with the date 8/18.

[B. Transit Station Area District Zoning Code - Clean Draft](#)

This document is a clean version of the proposed draft zoning code text without any markups.

[C. Transit Station Area District Zoning Code - Markup Draft](#)

This version of the code is the marked up version of the proposed zoning code text. New text is marked with an underline. Deleted text is marked with a strikethrough.

[D. Land Use Table Draft - Clean Draft](#)

This document is the proposed land use tables. The existing prohibited land use table has been deleted in the proposed zoning code and has been converted to an allowed use list. Since this is new text, there is no marked up draft with deletions.

[E. Transit Station Area Development Guidelines - Markup Draft](#)

This document is a draft of the development guidelines for TSA developments. New text is marked with an underline. Deleted text is marked with a strikethrough.

[F. Transit Station Area Development Guideline Checklist and Revisions](#)

This document includes the checklist that is used to score TSA developments. Each current guideline from the guidelines document is listed on the left hand side of the document. New and revised guidelines and their associated points are listed on the right hand side of the document.

[G. Open City Hall Public Comment Summary](#)

This document includes a breakdown of the survey responses received, as well as all of the individual written responses that were received as part of the survey.

[H. Additional Public Comments](#)

This attachment includes e-mailed comments as well as written comments that were received from the public open house.

A. Summary of Proposed Changes – Updated Version

TSA Zoning District Summary of Proposed Changes

Originally Published July 20th, 2016

Updated August 18, 2016 (Changes noted with date.)

Update Note 8/18: Most of the design standard changes are included in the proposed Design Standards chapter 21A.37 and are not included in the proposed TSA zoning code text in 21A.26.078.

Below is a list of changes to the TSA zoning district that are being considered by the Planning Division. This list and the details are subject to change due to internal review, public input, and review by the Planning Commission.

Changes to Zoning Code (Ordinance)

Noticing	
The primary issue is that neighbors do not receive any notification that a new building may be being built next door. This issue is not unique to the TSA zoning district and is similar to what would happen with a permitted use in any zoning district where the only approval or permit required is a building permit.	
Current Regulation	Proposed Regulation
No noticing requirement unless the project is required to be reviewed by the Planning Commission.	Administrative (Staff) Approval Eligible Projects: <ul style="list-style-type: none"> • Courtesy notice to properties within a certain distance and recognized organizations stating that a new development has been proposed. • Courtesy notice issued at same time of development score approval. • The notice is an FYI and identifies where people can learn more. It will also explain the approval process. Planning Commission Eligible Projects: <ul style="list-style-type: none"> • Normal public hearing noticing requirements, which is a notice sent to all property owners and tenants within 300 feet, the property is posted with a sign, and notice sent to recognized organizations. 8/18: Developing code to implement.
Table of Prohibited Uses	
The table of prohibited uses in the ordinance creates confusion for the community, property owners, developers, and the lending community. The table may be producing unnecessary amount of work to administer the ordinance because of the confusion. The proposal would be to add a table of permitted and conditional uses, which is similar to all other zoning districts in the City.	
Current Regulation	Proposed Regulation
Table of prohibited uses lists those uses that are not allowed.	Adds a table of permitted and conditional uses to the land use table chapter. In most instances, the uses that were prohibited will not be permitted. Some uses that were prohibited will now be listed as permitted or conditional. 8/18: Proposed changes include:

	<ul style="list-style-type: none"> • Permitting limited auto oriented uses, such as drive-through and minor auto repair uses within the Transition MUEC and SP. • Removing brewery, distillery, and winery, from transition areas of UN/UC, due to low scale residential proximity potential. Small breweries would continue to be allowed in these zones. • Making uses such as “Amusement Park” and “Zoo” conditional. • Removing “Tire Distribution Retail/Warehouse.” Retail tire stores would still be allowed under retail. • Removing “Large wind energy systems” as principal or sole uses of property due to scale. Wind systems could still be incorporated into developments as accessory. • Removing “Solar Arrays” as principal or sole uses of property in TSA-UN/UC. Solar panels/arrays could still be incorporated into developments as accessory. • Reducing areas allowed for “Exhibition Halls” and “Convention Centers” and making conditional. • Reducing areas allowed for “Park and Ride Lots” to transition areas in the SP and MUEC. Structured parking could still be used for park and ride uses. • Changing “Stadiums” to conditional. • Removing “Printing Plant,” “Food Processing,” and “Woodworking Mill” from TSA-UN-T. Small scale food processing may be allowed in other zones in the future, this is being addressed by a small scale food production petition. • Making “Auditorium” use conditional in UN-T and UC-T due to single family proximity. • Reducing areas allowed for “Amphitheaters” to SP zone due to potential noise and scale impacts. • Making “Social Service Missions and Charity Dining Halls” conditional in core and transition areas of UN and UC. • Removing “Manufactured Home” from UN/UC Core areas to match Single Family allowed areas. • Removing “Grain Elevator” from UN/UC. • Permitting “Theater” uses in MUEC-T. • Removing “Vehicle Auction” from UN-Core. • Clarifying where wireless facilities are allowed and height allowed.
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Setbacks	
Front setback requirement is problematic along 400 South and is not producing usable space in the setback or providing street engagement for nonresidential uses.	
Current Regulation	Proposed Regulation
Current min. setback along 400 South: 15'	<ul style="list-style-type: none"> Reduce the minimum from 15' to a lower number, such as 5'. Still require 10' sidewalk installation where sidewalk is currently <10'. 8/18: Proposed reduction to 10' minimum. <ul style="list-style-type: none"> This could apply to a certain % of the street facing façade or be based on use (ex: ground floor residential could have more setback to create some semi-private front yards.) 8/18: Evaluating and developing code.
<ul style="list-style-type: none"> Front yards are only required to be landscaped as indicated in the landscaping chapter. A minimum of 33% of the area must include live plant materials. 	Require a certain % of the yard to be usable space, such as front porches, patios, or other similar space. 8/18: Evaluating and developing code.
Parking Lot Location	
The ordinance contains conflicting regulations regarding parking lots as a standalone use.	
Current Regulation	Proposed Regulation
Surface parking lots are permitted as the principal use on a parcel of land	Delete this provision. Surface parking lots would still be allowed, but would not be allowed to be the only use on the property.
Building Scale	
One of the primary concerns identified is that large buildings are having a negative impact on the character of the street and the function of the streets as walkable areas. There are a number of factors that create the scale of the building, including the height, setbacks, length of building wall, materials uses, ground floor design, etc.	
Current Regulation	Proposed Regulation
Building entrance required on average of every 75 feet.	<ul style="list-style-type: none"> Building entrance required for a minimum of every 50 feet on average. 8/18: Current proposal: 40 feet. <ul style="list-style-type: none"> Ground floor residential uses are required to have a primary entrance facing the street.
Length of building wall uninterrupted by glass, doors, change in building wall plane, or similar design feature required every 30 feet.	Reduce the length of building wall uninterrupted by windows, doors, change in building wall plane to 15 feet.
Length of building wall adjacent to a street is not limited.	Limit the length of buildings walls adjacent to a street to 200 feet.
Ground Floor Uses	
Similar to the issue of scale, the ground floor of buildings are not including uses that help activate the street, put eyes on the street, or provide commercial spaces to help maintain the need to provide spaces for commerce and economic development.	
Current Regulation	Proposed Regulation

<p>Prohibits ground floor parking from being visible from the street, but does not require any specific uses.</p>	<ul style="list-style-type: none"> Require active ground floor use for a minimum of 75% of street frontage, reducible to 50% with Planning Commission approval. <p>8/18: Increased to 80%. Reducible to 60%.</p> <ul style="list-style-type: none"> Use is required to extend a minimum of 25 feet into building. ~25 feet would be exempt from this provision to accommodate vehicle access. <p>8/18: Developing this exemption.</p>
<p>Building entrances required on average of every 75 feet.</p>	<ul style="list-style-type: none"> Building entrance required for every 50 feet. <p>8/18: Current proposal: 40 feet.</p> <ul style="list-style-type: none"> Ground floor residential uses are required to have a primary entrance facing the street.
<p>No requirements for nonresidential or commercial uses on ground floors of major streets</p>	<p>Add a requirement for nonresidential/commercial uses on ground floors of projects facing 400 South and North Temple.</p> <p>8/18: Current proposal will require nonresidential/commercial uses on ground floors of buildings that are located within 200 feet of an intersection where 400 S or North Temple intersect a 130' wide (major) street.</p>
<p>Inner-Block Walkways</p> <p>Large footprint buildings and lack of side yard setback requirements makes it unlikely for midblock walkways to ever be constructed. The large blocks of the City create longer walking distances and reduce route options. This type of infrastructure is necessary to increase the number of people who are willing to walk between where they live and/or work or other destinations</p>	
<p>Current Regulation</p>	<p>Proposed Regulation</p>
<p>No requirement for a midblock walkway.</p>	<ul style="list-style-type: none"> Require midblock walkways when they are identified in an adopted master plan of the City. Require a midblock walkway when a property is more than 200 feet from intersecting streets. Minimum width of walkway is 10 feet, with a minimum paved path width of 10 feet. If streets and midblock walkways already exist, new midblock walkways would not be required.
<p>Building Materials</p> <p>There are two primary issues with the existing building material regulations. The first is that the allowed materials list is very limited. Architects have expressed a desire to allow more materials. The second issue is that there are no building material requirements for upper floors. Related to this issue is the use of exterior insulated finishing systems (EIFS), which is sometimes referred to as “synthetic stucco.”</p>	
<p>Current Regulation</p>	<p>Proposed Regulation</p>
<p>Specific high-quality ground floor building materials required for 80% of street facing facades. Allowed materials include brick, masonry, textured or patterned concrete, and/or cut stone.</p>	<ul style="list-style-type: none"> Keep minimum material requirement at 80%. Expand allowed materials to include fiber cement products and metal. <p>8/18: Current proposal in 21A.37: Metal not included in prescribed list, but may be approved by Planning Director.</p>

	<ul style="list-style-type: none"> Other materials may be allowed if they are durable, long lasting materials and approved by the Zoning Administrator.
No building material requirements for upper floors.	<ul style="list-style-type: none"> Require at least 50% of upper floor materials to be composed of the same high-quality materials allowed for ground floors. <p>8/18: Increased to 60%.</p>
No restriction on EIFS (Exterior Insulation and Finishing System)	<ul style="list-style-type: none"> Limit EIFS to a max of 10% of all street facing façades.
Parking Structure Design Standards Parking structures have the potential to have a large visible impact to the street and adjacent properties.	
Current Regulation	Proposed Regulation
<ul style="list-style-type: none"> Ground floor of parking structures required to have an active use. Levels of parking above the first floor that are visible from a street are required to be level, not sloped. Vehicles shall be screened. Underground parking may extend up to 5 feet above grade if they are screened by vegetation or wrapped in ground floor building materials. 	<ul style="list-style-type: none"> Must be wrapped with a building material that adds interest and screens vehicles. Parking levels must be level. All ramps must be internal to the structure. Elevators and stairs need to be externally highlighted. Signage and wayfinding incorporated into the building. Interior lighting shall not create a nuisance outside the structure. Driveways must be different than sidewalk materials. Habitable space required along the street level. Venting and mechanical equipment must be screened and not located near the sidewalk. Street facing building materials and use requirements apply to parking structures.
Minor changes to make it easier to use the ordinance Minor changes include small changes that clarify existing regulations. These types of issues are identified as the Planning Division and Building Services reviews projects and identifies sections of the code that need create confusion or require some sort of interpretation of the code.	
Current Regulation	Proposed Regulation
Additional building height provisions allow for an extra story of building height for sloped roofs.	Require that the slope be visible from the street and cannot be hidden behind a parapet wall.
The current setback requirements are listed in a bulleted format that makes it difficult to readily determine what the setbacks are.	List setbacks in a chart so it is easier to use and administer the setbacks.

Changes to Guidelines

The following table summarizes the proposed changes to the development guidelines in the TSA zoning district. The development guidelines are used to determine the approval process for new projects. Each guideline includes a point value that is based on a combination of the cost of including the guideline in the project, the level of importance of

the guideline in relation to accomplishing City goals, and level of desirability to the community in general. The proposed changes are in response to the number of projects that have been reviewed under the TSA process, issues identified with the existing guidelines and a changing emphasis on citywide goals.

Mix of Uses	
The intent of this guideline is to promote mixed use development. A mixed use development generally includes residential on the upper floors and businesses on the ground floor.	
Current Guideline	Proposed Guideline
Based on % of total ground floor area for nonresidential uses	Based on % of floor area of street facing habitable space only, not entire ground floor area. Ordinance change will require this space to be a minimum depth of 25 feet. <ul style="list-style-type: none"> • If 100% of area is nonresidential use: 20 points • 75-99% of area is nonresidential use: 15 points • 50-74% of area is nonresidential use: 10 points
Affordable Housing	
The intent of this guideline is to promote more mixed income housing development and increase the supply of affordable housing units in the City.	
Current Guideline	Proposed Guideline
Points are based on the % of affordable units provided. Affordable units are restricted to persons making less than 80% of area median household income. Points awarded: <ul style="list-style-type: none"> • More than 30% of units: 30 points • 20-30% of units: 20 points • 10-20% of units: 10 points 	One scale for % of units that are less than 80% of the AMI: <ul style="list-style-type: none"> • More than 30% of units: 40 pts • 20-30% of units: 30 pts • 10-20% of units: 20 pts One scale for % of units that are less than 60% of the AMI: <ul style="list-style-type: none"> • More than 30% of units: 50 points • 20-30% of units: 40 points • 10-20% of units: 20 points
Sustainable Site and Open Space Design	
The purpose of this guideline is to encourage sustainable design features into a project. This guideline includes landscaped roofs, rooftop design, energy reduction features, sustainable storm water management practices, and other similar features as design principles that qualify for points.	
Current Guideline	Proposed Guideline

Guideline allowed points for alternative energy (covered by other guidelines)	Alternative energy production removed from this guideline and placed in a separate guideline.
Green Building	
The Green Building guideline is intended to award projects that are voluntarily going through a certification process offered by an outside entity that measures building performance in terms of sustainability.	
Current Guideline	Proposed Guideline
The current guidelines use ICC (International Code Council) green building standards. This program was selected because it can be reviewed at time of building permit review. However, it is not widely known.	<ul style="list-style-type: none"> The proposal switches to pre-certified LEED (Leadership in Energy and Environmental Design) with no change in points. LEED is more widely known and includes a pre-certification process that is more in line with the City's approval process.
Energy Efficiency	
This guideline helps incentivize the use of alternative energy production and energy savings building systems.	
Current Guideline	Proposed Guideline
The current guideline awards points based on the % of the buildings anticipated energy consumption is provided by alternative energy. This is difficult to determine on many projects and has not been used.	Allow points based on square feet of solar or geothermal heating/cooling because they can be measured prior to building being constructed and checked through permit and inspection process. 8/18: Preserve points for 100% (net-zero) and 50% renewable energy use. Added allowance for off-site renewable energy if able to demonstrate long-term commitment/contract.
360 Degree Architecture	
The purpose of this guideline is to incentivize the use of certain design features on multiple sides of buildings and discourage large, blank walls on the side and rear elevations of buildings.	
Current Guideline	Proposed Guideline
The current guideline lists a number of things that define what 360 degree means. The points are awarded based on the number of sides of a building that contain the features.	Add dimensional requirements to each of the design features that qualify so that it is easier to determine whether or not the guideline has been included or not.
Building Materials	
This guideline incentivizes the use of higher quality building materials on street facing facades than what is required by the TSA zoning district. The TSA zoning district currently requires 80% of street facing, ground floors to be covered in high quality, durable building materials. (8/18: Increased to 90%) A new standard is being added that requires 50% of street facing, upper floors to use high quality building materials. On a 6 story building, this could result in approximately 54% (8/18: 56% with proposed ground floor minimum) of an overall façade using high quality, durable building materials. This guideline awards points if the project exceeds the minimum requirements of the zoning ordinance.	
Current Guideline	Proposed Guideline

<ul style="list-style-type: none"> Limited materials that qualified Low % of total street facing façade 	<ul style="list-style-type: none"> 15 points are available if more than 75% of the overall street facing façade is clad in durable materials. 10 points are available if more than 65% of the overall street facing is clad in durable materials.
Rooftop Design This guideline is intended to add variety to the roof shapes of buildings and add interest to the skyline.	
Current Guideline	Proposed Guideline
Awards points for roof top designs that include sloping roofs and other rooftop design features.	Clarify that a sloping roof has to be visible from a public street to qualify and cannot be hidden behind a parapet wall.
Eyes on the Street Windows, doors, and outdoor space on buildings tend to make public spaces safer and more inviting. This guideline is intended to incentivize building features that accomplish this.	
Current Guideline	Proposed Guideline
The guideline lists but does not provide any dimensional requirements to qualify.	Add a minimum dimension for usable balconies and increase the total points from 10 to 15. 8/18: Dimension proposed is 6 ft depth, 30 sq ft.
Public Art The intent of this guideline is to increase the amount of art in the city that is visible to the public.	
Current Guideline	Proposed Guideline
The current guideline provides points based on the % of a project budget that is allocated for public art. This guideline has not been used and often times total project budget is difficult to determine until construction drawings are complete.	<ul style="list-style-type: none"> Allow points based on the number of public art pieces provided. Public art has to be visible from a public space. A maximum of 6 points are available.
Bicycle Amenities This guideline is intended to increase the bicycle infrastructure in buildings to encourage cycling in the City.	
Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> Provides points for providing a bike rack. The zoning ordinance has been changed since this guideline was created and now requires bike racks. 	<ul style="list-style-type: none"> Remove points for bike racks (required by ordinance) Add 30 points for a green bike station. 8/18: Green bike station points no longer proposed.
Access to Transit (8/18: Newly Proposed) This guideline is intended to encourage new development close to TRAX stations.	
Current Guideline	Proposed Guideline

<ul style="list-style-type: none"> • Current guidelines provide points simply for being located within certain distances of a TRAX station. 	<ul style="list-style-type: none"> • Add points for providing transit passes to residents in multi-family developments for a period of 3 years from initial building occupancy. Verification will need to be provided through the Transportation division which manages transit pass program for City residents.
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Midblock Walkways (8/18: Revised to Public Walkways Interior of the Block.)
The purpose of this guideline is to encourage the creation of walkways, alleys, and small streets that break up the large city blocks and encourage more walking, biking, and alternative routes for vehicles.

Current Guideline	Proposed Guideline
<ul style="list-style-type: none"> • The current guideline is worth a limited number of points that do not incentivize providing a midblock walkway. • The guideline does not indicate what the minimum width for a walkway should be. 	<ul style="list-style-type: none"> • Add minimum widths and increase the points. • 30 points would be available if a narrow alley or street is provided. • 20 points if it is a walkway that is a minimum of 10 feet in width. <p>Changes to the TSA zoning district are going to require midblock walkways where the walkway is indicated in an adopted master plan or for developments that are more than 200 feet from an intersection.</p>

Parking
The parking guideline was initially created to encourage structure parking versus surface parking. The guideline also included basic design guidelines to address the overall design of the structure.

Current Guideline	Proposed Guideline
<p>Points are based on the % of total parking that is located in a parking structure or below grade.</p> <ul style="list-style-type: none"> • 100% of the parking is structured: 50 points • 75% of the parking is structured: 40 points • 50% of the parking is structured: 25 points. 	<ul style="list-style-type: none"> • Changed to parking structure design and % of parking structure wrapped by habitable space or that is wrapped in building materials similar to habitable portion of building. • The total available points are limited to 25. <p>Ordinance changes add design requirements for parking structures. This guideline will be above and beyond what is required by ordinance, but may not be necessary depending on the outcome of the proposed ordinance changes.</p>

Shared Parking (Newly Proposed Revision 8/18)
This guideline was meant to incentivize projects that shared their parking.

Current Guideline	Proposed Guideline
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<ul style="list-style-type: none"> Points available for sharing parking with other uses, based on approval from Board of Adjustment and specific sharing ratios allowed by the zoning ordinance. Spaces would be shared by two uses that have different peak demand periods. So a use with mostly weekend uses could share parking with a use that generally is only used on weekdays. 	<p>Proposed to remove guideline. These points have not been used by TSA developments and the allowances provided by the zoning ordinance have not generally been conducive to encouraging shared parking arrangements. Existing allowance of off-site parking and low-required parking minimums in the TSA district make sharing parking possible without the special approvals that were required by this guideline.</p>
<p>Alternative Parking</p> <p>This guideline was meant to incentivize projects that provided parking for electric vehicles, scooters, and other alternative vehicles.</p>	
<p>Current Guideline</p>	<p>Proposed Guideline</p>
<ul style="list-style-type: none"> Points are available for providing any type of EV stations. <p>Since this guideline was adopted, the City started requiring all new projects to provide EV stations. The City Council is considering making changes so that an actual station is not required, but new buildings will be required to have the conduit and electrical capacity to provide stations.</p>	<ul style="list-style-type: none"> Points provided based on type of EV charging stations. EV stations with the capability of charging vehicles faster receive more points. These changes are in response to the changes in City ordinance.
<p>Parking Ratio</p> <p>This is a new guideline that is being proposed. This guideline is an alternative approach to incentivizing projects that provide less parking than what the market is currently providing in transit areas.</p>	
<p>Current Guideline</p>	<p>Proposed Guideline</p>
<p>This is a new guideline being added.</p>	<ul style="list-style-type: none"> Points based on the parking ratio of the project. Residential components of a project receive 25 points if the parking provided is less than 1 stall per unit and 15 points if the ratio is between 1.25 stalls per unit and 1 stall per unit. Non residential projects receive 25 points if the parking ratio is 2 or less stalls for every 1,000 square feet.

Changes to the Approval Process

8/18 Update: Current proposal is a two-tiered process. Administrative approval would require 125 points or more. Developments under 125 points will need to go through the Conditional Building and Site Design review process through the Planning Commission, as currently required for projects under 49 points.

The Planning Division is currently reviewing the point system based on the changes to the guidelines, outcomes of completed projects and identified issues with the current process. The current process creates a three tiered approval process:

0-49 points: Projects are required to be approved by the Planning Commission through the Conditional Building and Site Design (CBSD) review process.

50-99 points: Projects are required to be approved at an administrative public hearing that uses the CBSD review standards to determine if a project should be approved.

100+ points: Projects are approved “**administratively**” at the staff level.

The proposed changes to the approval process include the following changes:

- Exempting single family, two family and three family dwellings from the approval process. These types of projects would not be subject to the development guidelines, but would be required to comply with all zoning regulations.
- Changing from a three tiered process to a two tiered process. The middle tier would be eliminated and projects would either be approved by the Planning Commission after a public hearing or at the staff level.
- Increasing the threshold for administrative approvals. A number of past projects are being re-evaluated based on the proposed changes to the guidelines outlined above. If the results of that evaluation indicate a change in threshold is warranted, a change will be proposed that is based on how the outcome of past projects may have changed and a change in citywide development goals.

There are a number of options:

- Leave the administrative approval threshold at 100.
- Increase the administrative approval threshold based on the results of the re-evaluation. The threshold should be set at a level that can be justified, such as a certain % above the median or mean score.

As of July 7, 2016, a total of 8 completed projects have been re-evaluated using draft alternative guideline scoring. The results are in the below table. The median value of the projects in the table is 100. The mean score is 119, but is heavily influenced by the Eco-Lofts project, which is the highest scoring project in the TSA scoring district. These numbers will be adjusted as other projects are re-evaluated.

Project	Old Score	New Score	Primary Reasons for change in score
Encore 455 East 400 South	151	84	Architecture: -15 Building materials -10 Emphasis on corner building -10 Structured parking: -50 Parking ratio: +15
Seasons on the Boulevard 448 East 400 South	132	83	360 Architecture: -20 Structured parking: -40 Parking ratio 1-1.25: +15
Eco Lofts 444 South 900 East	200	250	33% or more affordable housing: +20 Parking structure below grade: net change of -25 Parking ratio less than 1: +25
West Station Apartments 167 North Harold Street	111	89	360 degree architecture: -20 points
Family Dollar Store 50 North 900 West	103	100	Bike rack: -3
The Lofts at Gateway	120	114	Charging stations: -3

400 West 300 North			Plaza design: -3
North Temple Apartments 664 West North Temple	119	109	Parking structure design: net decrease of 15 Gained a few misc. points
Red Iguana 2 Expansion 872 W South Temple	130	120	360 degree architecture: -20 points Eyes on the Street: +10 points

DRAFT

B. Transit Station Area District Zoning Code - Clean Draft

21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

- A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.
1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a one-fourth ($\frac{1}{4}$) mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.
 2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas are generally located within one-half ($\frac{1}{2}$) mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is ten (10) dwelling units per acre. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

- B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.
1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station and the Library Station.
 2. Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.
 3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. Buildings are often large scale in nature and may have large footprints. Land uses that support the employment centers such as retail sales and service and restaurants are located throughout the station area and should occupy ground floor space in multi-story buildings oriented to the pedestrian and transit user. A mix of housing types and sizes are appropriate to provide employees with the choice to live close to where they work. Building types should trend toward more flexible building types over time. Connectivity for all modes of travel is important due to the limited street network.
 4. Special Purpose Station (TSA-SP): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix of transit options Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use.
- C. Review Process: The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference.
1. The following types of development are required to go through this review process:
 - a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or

b. Additions that increase the height of an existing building or change the existing roofline;

c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.

2. Application Process Steps:

a. Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.

b. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.

c. Application Review: Table 21A.26.078C of this section summarizes the application review process. All applications shall be processed as follows:

(1) Tier 1 Planning Commission Review: If a project is assigned a score less than 125 points, the project can only be approved by the planning commission through the Conditional Building and Site Design Review process in chapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative review process.

(2) Tier 2 Administrative Review: The planning director has the authority to approve a project scoring 125 points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate design guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078C APPLICATION REVIEW

Development Score	Review Process
0 - 124 points	Planning Commission Conditional Building and Site Design Review process

125 or more points	Administrative review

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city's vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A "station area plan" is a development, land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the design guidelines and development incentives in the "Transit Station Area Development Guidelines" book, hereby adopted by reference. The "Transit Station Area Development Guidelines" shall be amended following the adopted procedures for zoning text amendments in [chapter 21A.50](#), "Amendments", of this title.

1. Formulating The Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. The development standards in subsection F 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. Project Review: A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.
3. Appeals: The development score may be appealed. All appeals of the development score are heard by the 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 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 or planning director.

F. Development Standards:

1. Application: The dimensional requirements 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:

2. Building Height: The minimum and maximum building heights are found in table 21A.26.078G2a, "Building Height Regulations", of this section. Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development, and the composition of the urban form of the block. Minimum building heights in the core area relate to the width of the street, with a minimum ratio of one foot (1') of building height for every three feet (3') of street width. Building height is measured from the finished grade to the highest point of the building. The following exceptions apply:
 - a. The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least ten percent (10%) of the width of the street facing building wall.
 - b. Elevator shafts, parapet walls, and other projections are permitted subject to subsection 21A.36.020C, "Height Exceptions", of this title.
 - c. Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building.

TABLE 21A.26.078G2a
BUILDING HEIGHT REGULATIONS

		Minimum Height ¹	Maximum Height
Urban center:			
	Core	30'	90' ²
	Transition	25'	60'
Urban neighborhood:			
	Core	25'	75'
	Transition	0'	50'
Mixed use employment center:			
	Core	25'	75'
	Transition	0'	60'
Special purpose:			

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	Core	25'	75'
	Transition	0'	60'

Notes:

1. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include habitable space. The sloping planes must be clearly visible and create a sloped roof shape. The sloping plans shall not be hidden by a parapet wall.

3. Setbacks:

a. General Standards for Front/Corner Side Yards:

- (1) All portions of the yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped.
- (2) Parking, drive aisles or other paved areas for motor vehicles are prohibited.
- (3) Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.
- (4) Awnings, canopies, arbors, and trellises may be located within any portion of the yard.

b. TABLE 21A.26.078.G2b Setback Standards:

Property Frontage	Front/Corner Side Yard Setback	Side Yard	Rear Yard
400 South	Minimum: 10' Maximum Setback: 15' for 50% of street-facing building facade. Remainder may be setback more than maximum. In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.	Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height. The setback also applies when the TSA zoned property is separated from one of these other zoning districts by an alley and the setback is measured from the TSA property line.	
North Temple	Minimum: none Maximum: 15'		

	<p>At least 50% of the street facing façade must be built to the maximum setback. Front yard setbacks not occupied by building must be landscaped or include usable outdoor space, such as outdoor dining, plazas, courtyards, or other similar usable public space.</p> <p>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.</p>	
<p>300 South, 500 South, 600 East</p>	<p>Minimum: Equal to the average setback of other principal buildings on the same block face.</p>	
<p>Streets with Right-of- Way Width of 50 feet or Less with R- 1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district on either side of the street</p>	<p>Minimum: 25% of lot depth, up to 25'. For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height.</p>	
<p>All Other Streets</p>	<p>Minimum: None At least 50% of the street facing building façade shall be within 5 feet of the front or corner side property line.</p>	

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

4. Minimum Lot Area And Street Frontage:

TABLE 21A.26.078.F4 MINIMUM LOT AREA AND STREET FRONTAGE STANDARDS

Standard	Required Dimension
Minimum Lot Area	2,500 square feet
Minimum Street Frontage	40 feet

- a. The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.
- b. Any legally existing lot may be developed without having to comply with the minimum lot size or frontage requirements.

5. Open Space: Open space shall be provided at a rate of 1 square foot for every 10 square feet of land area included in the development, up to 5,000 square feet for Core areas, and up to 2,500 square feet for Transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).

6. Circulation And Connectivity:

- a. All parking lots shall comply with the standards in section [21A.44.020](#), "General Off Street Parking Regulations", of this title.
- b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.
- c. Any new development shall provide a midblock walkway if the property is located more than two hundred (200) from a street intersection or if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:
 - (1) The midblock walkway must be a minimum of ten (10) feet wide and include a minimum path that is a minimum of six (6) feet wide.

- (2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.

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

G. Design Standards:

1. All new construction and additions shall comply with the design standards in Chapter 21A.37.
2. All new construction and additions shall also comply with the following additional design standards:
 - (A) Commercial Use Requirement for Buildings Near Block Corners on 400 South and North Temple: Buildings located within 200 feet of a block corner shall include space on the ground floor to accommodate an allowed commercial use. The commercial space shall extend across 80% of the ground floor façade that is within 200 feet of the block corner and shall be a minimum of 25' in depth. The use shall comply with all other provisions for “Ground Floor Uses” located in Chapter 21A.37. This requirement may be modified through the “Ground Floor Use and Visual Interest” provision in Chapter 21A.37. For the purposes of this subsection, “block corner” means the ninety degree (90°) intersection of private property adjacent to an intersection of a right-of-way at least 130 feet in width with either 400 South or North Temple.
 - (B) EIFS Limitation: Use of Exterior Insulation and Finishing System (EIFS) is not allowed as a building material on the ground floor of street facing building façades. Use of EIFS is allowed for up to 10% of the upper level street facing façades.

(STAFF NOTE: The current design standards from this section have been proposed to be removed from this chapter and incorporated into the proposed design standards of Chapter 21A.37.)

H. Multiple Buildings On A Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building:

1. Complies with the requirements of this chapter;
2. Obtains a separate development score; and
3. Has frontage on a public street.

I. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.

1. Surface Parking Lots On Corner Properties: On corner properties, surface parking lots 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.

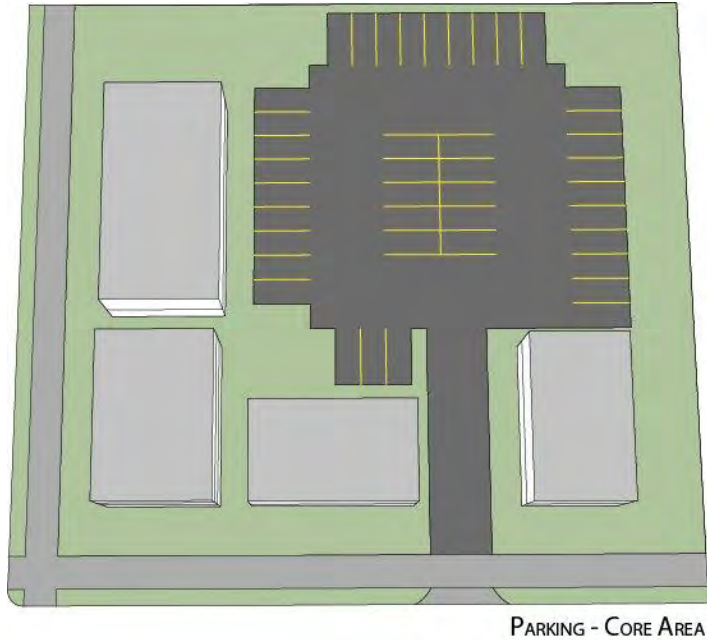
2. Surface Parking In The Core Area: Surface parking lots in the core area are required to be located behind the principal building or to the side of a principal building.

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

- (1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- (2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.
- (3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in section [21A.44.020](#), table [21A.44.020](#) of this title.

b. One Driveway And Drive Aisle Per Street Frontage: Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

c. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



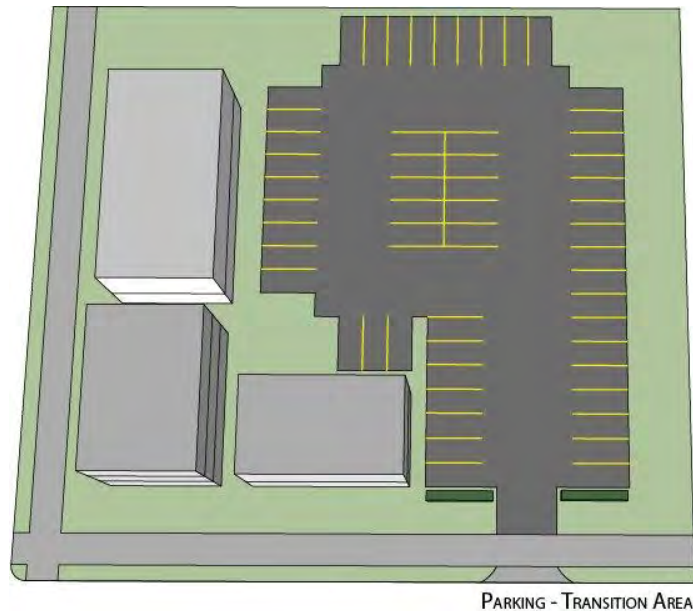
3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.

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

(1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.

(2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.

b. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in [chapter 21A.48](#) of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.
 6. Other Applicable Standards: All other standards in [chapter 21A.44](#), "Off Street Parking, Mobility And Loading", of this title shall apply.
- J. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.
- K. Developments Over Five Acres:
1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of

transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.

2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. All developments over 5 acres shall only be approved through the Conditional Building and Site Design Review process. The Development Score shall be used to determine if the proposal meets the applicable standards of the Conditional Building and Site Design Review process. A separate development score is required for each new principal building in a development over five (5) acres.
 - a. Block Layout: The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary facades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
 - (1) The maximum perimeter dimension of any block shall be one thousand six hundred feet (1,600'). The maximum length of any individual block face shall be four hundred forty feet (440').
 - (2) The maximum perimeter dimension of a block may be increased to two thousand four hundred (2,400) linear feet, and the maximum length of any block face increased to six hundred feet (600') provided a mid block pedestrian network is included. The mid block pedestrian network must be a minimum of twenty feet (20') wide and include pedestrian amenities such as lighting, benches, and other similar features. The mid block walkway shall connect to at least two (2) block faces or be extended to the property line to allow for future extension. Building walls adjacent to a midblock walkway shall comply with the standards in Chapter 21A.37 that apply to building walls facing a public street..
 - c. Connectivity To Public Streets, Sidewalks, And Bicycle Lanes: In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a "complete street" defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.
 - d. Vehicle Access: Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.

- (1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.
 - (2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.
 - (3) No access drive shall be greater than twenty four feet (24') wide.
 - (4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- e. Internal Circulation: Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.
- (1) Travel Lanes That Connect Parking Areas With A Public Street: All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in section [21A.44.020](#) of this title.
 - (2) Design Speed: The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.
 - (3) Future Access To Adjacent Properties And Rights Of Way: All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
 - (4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
 - (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
 - (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.

(7) Bicycle Paths: A coordinated system of bicycle paths should be provided.

(8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

f. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in section [21A.44.020](#), table [21A.44.020](#) of this title.

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

(1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.

(2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.

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

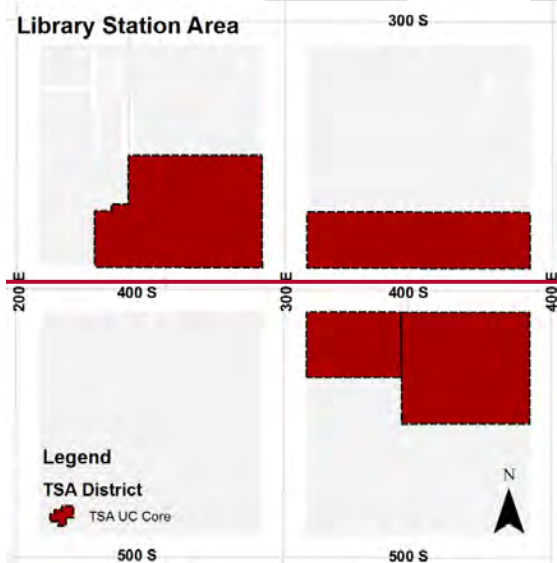
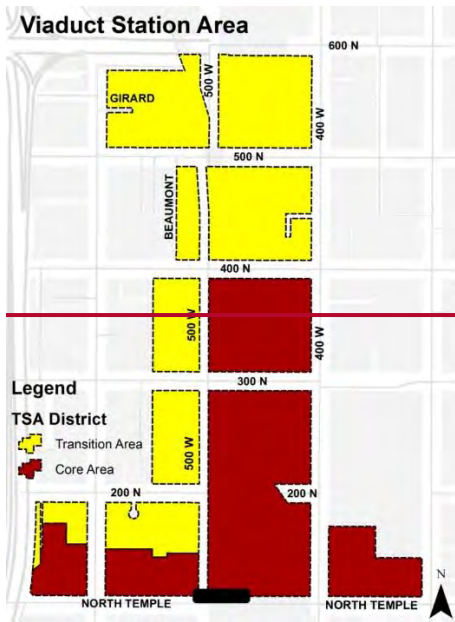
C. Transit Station Area District Zoning Code - Markup Draft

21A.26.078: TSA TRANSIT STATION AREA DISTRICT:

- A. Purpose Statement: The purpose of the TSA transit station area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of overlay zoning districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.
1. Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area is generally within a one-fourth ($\frac{1}{4}$) mile walk of a transit station platform. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two (2) or three (3) stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of thirty (30) dwelling units per acre is encouraged within the core.
 2. Transition Area: The purpose of the transition area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The transition area is intended to provide an important support base to the core area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the core area. These areas reinforce the viability of the core area and provide opportunities for a range of housing types at different densities. Transition areas are generally located within one-half ($\frac{1}{2}$) mile from the station platform, but may vary based on the character of the area. Transition areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is ten (10) dwelling units per acre. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. ~~Each station area typically will include a core area, where the most intense development will occur, and a transition area, which is intended to create a buffer area between the core and those areas with generally lower intensities and densities. Prior to classifying a transit station into a specific type, a specific area plan must be adopted by the city council prior to applying this zoning district to a geographic area. Only those stations that have an adopted plan that is supported by the regulations in this section will be classified.~~ Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.

1. Urban Center Station (TSA-UC): An urban center station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. ~~The intensity level of the area is characterized by a twenty four (24) hour population, active streetscapes, defined street walls and the presence of multiple types of public transit or as a node where several rail transit lines converge. Development generally occurs on vacant parcels or through redevelopment of underutilized parcels. The station area has a compact, dense, interconnected and walkable development pattern. Large scale development occurs closer to the station platforms; and is scaled back as it gets closer to less intense areas. Building forms vary, but are typically oriented to the pedestrian, are multiple stories in height, and contain a horizontal and vertical mix of land uses. Buildings up to ten (10) stories in height are allowed in the core, while buildings in the transition zone are approximately half that size. The station area contains a number of regional attractions, such as destination retail, employment, dining and entertainment and a high level of pedestrian activity. A variety of dense housing options exist. Development includes civic amenities, such as public gathering places. Uses that help implement the vision for the station and that area commonly found in an intense urban area are appropriate.~~ The following stations are considered an urban center type of station: North Temple Viaduct Transfer Station and the Library Station.



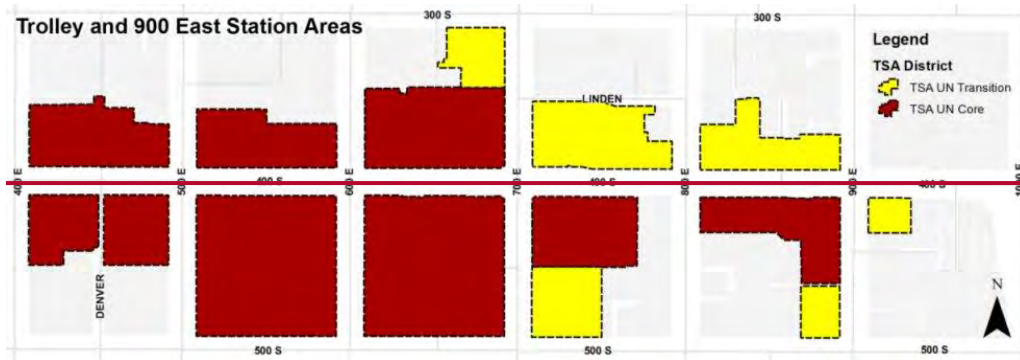
2. Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. ~~Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial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

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

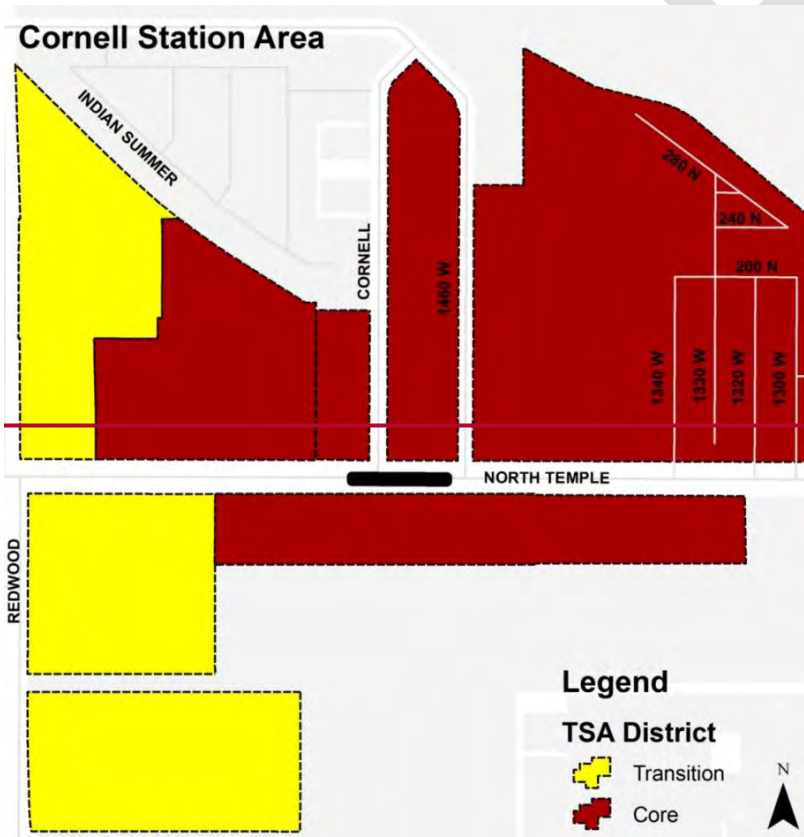
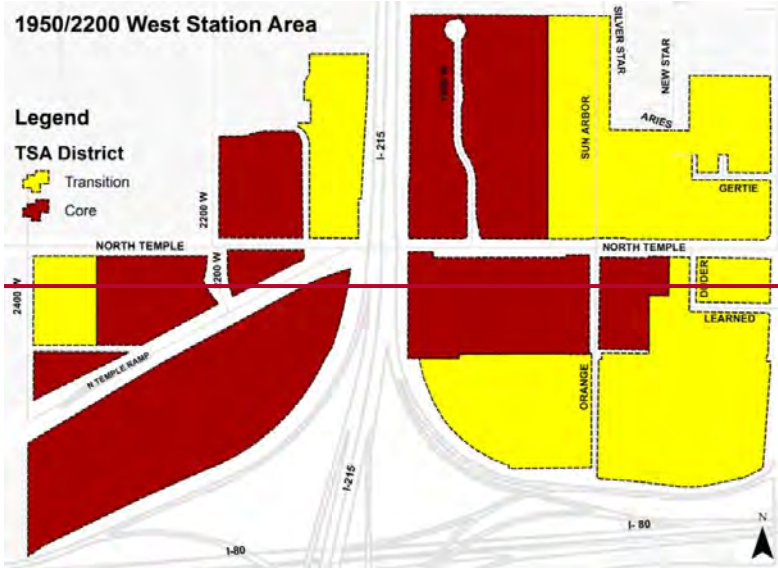
~~In some urban neighborhood station areas, a linear development pattern along commercial streets that intersect the transit corridor defines a neighborhood main street. Neighborhood main streets are approximately two (2) blocks long, with two (2) 4-story buildings located close to the sidewalk. The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

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



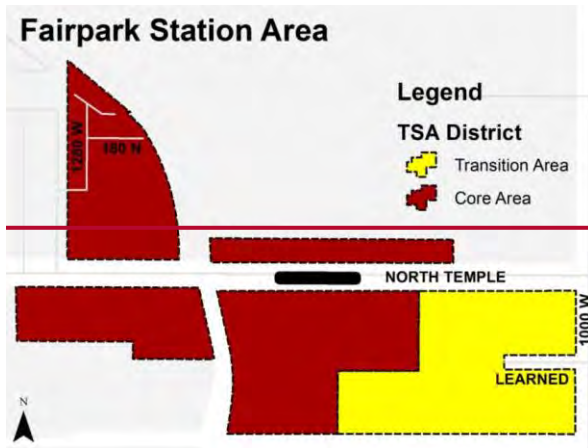


3. Mixed Use Employment Center Station (TSA-MUEC): A mixed use employment station is an area with a high concentration of jobs that attract people from the entire region. ~~These areas generally start with a campus style development pattern and are dominated by a single type of use that generally employs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



4. Special Purpose Station (TSA-SP): The special purpose station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix

of transit options, ~~usually light rail or bus. New development is limited due to the nature of the primary function of the area, but redevelopment of underutilized parcels is likely to occur.~~ Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use. ~~The following stations are considered to be special purpose stations: Fairpark light rail station.~~



C. Review Process: ~~The intent of the review process is to make the process for desirable development easy to realize in a relatively quick time frame. The review process focuses on building forms and their relationship to adjacent buildings, the public street, transit and other public spaces.~~ The review process for all new development and redevelopment within the transit station area zoning district is based on the development score which is generated by the "Transit Station Area Development Guidelines" hereby adopted by reference. ~~The construction of new buildings require a development score.~~

1. The following types of development are required to go through this review process:

a. Any addition of one thousand (1,000) square feet or more that extend a street facing building facade or are located to the side of a building and are visible from a public space; or

b. Additions that increase the height of an existing building or change the existing roofline;

c. Additions to the rear of buildings that are not adjacent to a public street, trail or other public space are not required to obtain a development score but must comply with all other applicable regulations. Signs, fences, accessory structures and any other structure or addition not listed in this section are not required to obtain a development score.

12. Application Process Steps:-

a. Presubmittal Conference: All applicants for development within the transit station area zoning district are required to attend a presubmittal conference with the planning division. The purpose of the presubmittal conference is to notify the applicant of the goals of the station area plans, the standards in this section, and the review and approval process.

2b. Development Review Application: After a presubmittal conference, the developer can submit a development review application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two (2) checklists: one for the applicant's use and one for the planning division's use.

3c. Application Review: Table 21A.26.078C of this section summarizes the application review process. All applications shall be processed as follows:

~~(1)a.~~ Tier 1 Planning Commission Review: If a project is assigned a score less than 50-125 points, the project can only be approved by the planning commission through the eConditional Building and Site Design rReview process in chapter 21A.59 of this title. Once the applicant receives written notice of their score, they will be given thirty (30) days to notify the planning division of their intention to proceed with the project through the conditional building and site design review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an administrative hearing-review process.

~~b.~~ Tier 2 Administrative Hearing: A project that has a development score between 50 and 99 points is eligible for an administrative hearing. Any project being reviewed at an administrative hearing shall be reviewed using the standards found in section 21A.59.060, "Standards For Design Review", of this title.

~~(1) Notice And Posting Requirements:~~ Notice of the administrative hearing shall be done in accordance with subsection 21A.10.020B1, "Conditional Building And Site Design Review", of this title.

~~(2) Administrative Hearing:~~ After consideration of the information received from the applicant and any other interested party, the planning director, or designee may approve, approve with conditions, deny or refer the matter to the planning commission.

~~(3) Appeals Of Administrative Hearing Decision:~~ Any person aggrieved by the decision made by the planning director or designee at an administrative hearing may appeal the decision to the Salt Lake City planning commission by filing notice of appeal within ten (10) days after the record of decision is published. The notice shall state the reason(s) for the appeal. Reason(s) for the appeal shall be based upon procedural error, the development score of the project or the criteria set forth in section 21A.59.060, "Standards For Design Review", of this title.

~~€(2)-~~ Tier 3-2 Administrative Review: The planning director has the authority to approve a project scoring ~~100-125~~ points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate design guidelines or development incentives to be deemed compliant with the vision for the station area.

TABLE 21A.26.078C APPLICATION REVIEW

Development Score	Review Process
0 - 49-124 points	Planning C ommission C onditional B uilding and S ite D esign R eview process
50-99 points-	Administrative hearing process-
100-125 or more points	Administrative review

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the city's vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the station area plan. A "station area plan" is a development, land use, urban design and place making policy document for the area around a specific transit station. The development score is based on the design guidelines and development incentives in the "Transit Station Area Development Guidelines" book, hereby adopted by reference. The "Transit Station Area Development Guidelines" shall be amended following the adopted procedures for zoning text amendments in [chapter 21A.50](#), "Amendments", of this title. ~~Each design guideline is assigned a value.~~

1. Formulating The Score: The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. ~~The planning director shall evaluate each project in the transit station area zone and assign a development score.~~ The development standards in subsection [FG](#) 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.~~

3.2. Project Review: A development score shall be assigned to all projects within the transit station area zoning district after a complete development review application is submitted. The planning director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within thirty (30) days of submitting a complete application.

43. Appeals: ~~An applicant may appeal the~~ The development score may be appealed. All appeals of the development score are heard by ~~to~~ the planning commission. 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.26.078F of this section and that have an "X" in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited. All other uses are permitted.~~

~~TABLE 21A.26.078F PROHIBITED USES~~

Use	Urban Center		Urban Neighborhood		Mixed-Use Employment Center		Special Purpose	
	Core	Transit	Core	Transit	Core	Transit	Core	Transit
Airport	X	X	X	X	X	X	X	X
Ambulance service (indoor)	X	X	X	X	X	X	X	X
Ambulance service (outdoor)	X	X	X	X	X	X	X	X
Amusement park	X	X	X	X	X	X	-	-
Animal kennel	X	X	X	X	-	-	-	-

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Animal pound–	X–	X–	X–	X–	X–	X–	X–	X–
Animal, raising of furbearing animals–	X–	X–	X–	X–	X–	X–	X–	X–
Animal stable (private)–	X–	X–	X–	X–	X–	X–	X–	X–
Animal stable (public)–	X–	X–	X–	X–	X–	X–	-	-
Animal stockyard–	X–	X–	X–	X–	X–	X–	X–	X–
Auction (indoor)–	X–	X–	X–	X–	X–	X–	-	-
Auction (outdoor)–	X–	X–	X–	X–	X–	X–	X–	X–
Blacksmith shop–	X–	X–	X–	X–	X–	X–	X–	X–
Bottling plant–	X–	X–	X–	X–	X–	X–	X–	X–
Building materials distribution–	X–	X–	X–	X–	X–	X–	X–	X–
Bus yards and repair facility–	X–	X–	X–	X–	X–	X–	X–	X–
Car wash–	X–	X–	X–	X–	X–	-	X–	X–
Car wash as accessory use to gas station or convenience store that sells gas–	X–	X–	X–	X–	X–	X–	X–	X–
Cemetery–	X–	X–	X–	X–	X–	X–	X–	X–
Check cashing/payday loan business–	X–	X–	X–	X–	X–	X–	X–	X–

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Chemical manufacturing and storage	X	X	X	X	X	X	X	X
Commercial parking lots not located in a parking structure	X	X	X	X	X	-	X	-
Community correction facility, large	X	X	X	X	X	X	X	X
Community correction facility, small	X	X	X	X	X	X	-	X
Concrete manufacturing	X	X	X	X	X	X	X	X
Contractor's yard/office	X	X	X	X	X	X	X	X
Drop forge industry	X	X	X	X	X	X	X	X
Dwelling, single family (detached)	X	-	X	-	X	-	X	-
Equipment, heavy (rental, sales, service)	X	X	X	X	X	X	X	X
Equipment rental (outdoor)	X	X	X	X	X	X	X	X
Explosives manufacturing and storage	X	X	X	X	X	X	X	X
Extractive industries	X	X	X	X	X	X	X	X
Financial institution, with	X	X	X	X	X	X	X	X

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drive-through facility-								
Flammable liquids or gases, heating fuel distribution and storage-	X-	X-	X-	X-	X-	X-	X-	X-
Food processing-	X-	X-	X-	X-	X-	-	X-	-
Gas stations-	X-	X-	X-	X-	X-	X-	X-	-
Heavy manufacturing-	X-	X-	X-	X-	X-	X-	X-	X-
Homeless shelters-	X-	X-	X-	X-	X-	X-	X-	X-
Impound lot-	X-	X-	X-	X-	X-	X-	X-	X-
Incinerator medical waste/hazardous waste-	X-	X-	X-	X-	X-	X-	X-	X-
Industrial assembly-	X-	X-	X-	X-	-	-	-	-
Jails-	X-	X-	X-	X-	X-	X-	X-	X-
Landfill-	X-	X-	X-	X-	X-	X-	X-	X-
Limousine service (large)-	X-	X-	X-	X-	X-	X-	X-	X-
Limousine service (small)-	X-	X-	X-	X-	X-	X-	X-	X-
Manufactured/mobile home sales and service-	X-	X-	X-	X-	X-	X-	X-	X-
Manufacturing and processing, food-	X-	X-	X-	-	-	-	-	-

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Manufacturing, concrete or asphalt-	X-	X-	X-	X-	X-	X-	X-	X-
Manufacturing, light-	X-	X-	X-	X-	-	-	-	-
Package delivery facility-	X-	X-	X-	X-	X-	X-	X-	X-
Paint manufacturing-	X-	X-	X-	X-	X-	X-	X-	X-
Poultry farm or processing-	X-	X-	X-	X-	X-	X-	X-	X-
Printing plant-	X-	-	X-	X-	-	-	-	-
Railroad freight terminal facility-	X-	X-	X-	X-	X-	X-	X-	X-
Railroad repair shop-	X-	X-	X-	X-	X-	X-	X-	X-
Recreational vehicle park-	X-	X-	X-	X-	X-	X-	X-	X-
Recycling processing center (indoor)-	X-	X-	X-	X-	X-	X-	X-	X-
Recycling processing center (outdoor)-	X-	X-	X-	X-	X-	X-	X-	X-
Refinery, petroleum products-	X-	X-	X-	X-	X-	X-	X-	X-
Restaurant with drive-through facility-	X-	X-	X-	X-	X-	X-	X-	X-
Retail goods establishment	X-	X-	X-	X-	X-	X-	X-	X-

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with drive-through facility-								
Retail services establishment with drive-through facility-	X-	X-	X-	X-	X-	X-	X-	X-
Reverse vending machines-	X-	X-	X-	X-	X-	X-	X-	X-
Rock, sand and gravel storage and distribution-	X-	X-	X-	X-	X-	X-	X-	X-
Sexually oriented business-	X-	X-	X-	X-	X-	X-	X-	X-
Sign painting/fabrication-	X-	X-	X-	X-	X-	X-	X-	X-
Slaughterhouse -	X-	X-	X-	X-	X-	X-	X-	X-
Stadium-	-	X-	-	X-	-	X-	-	-
Storage, miniwarehouse -	X-	X-	X-	X-	X-	-	X-	-
Storage (outdoor)-	X-	X-	X-	X-	X-	X-	X-	X-
Storage, public (outdoor)-	X-	X-	X-	X-	X-	X-	X-	X-
Store, pawnshop-	X-	X-	X-	X-	X-	X-	X-	X-
Store, superstore and hypermarket-	X-	X-	X-	X-	X-	-	X-	-

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Store, warehouse club	X	X	X	X	X	-	X	-
Taxicab facility	X	X	X	X	X	X	X	X
Theater, live performance	-	X	-	X	-	X	-	-
Theater, movie	-	X	-	X	-	X	-	X
Tire distribution retail/wholesale	-	X	X	X	X	X	X	X
Transportation terminal, including bus, rail and trucking	X	X	X	X	X	X	X	X
Truck freight terminal	X	X	X	X	X	X	X	X
Truck stop	X	X	X	X	X	X	X	X
Trucking, repair, storage, etc. associated with extractive industries	X	X	X	X	X	X	X	X
Utility, electric generation facility	X	X	X	X	X	X	X	X
Utility, sewage treatment plant	X	X	X	X	X	X	X	X
Utility, solid waste transfer station	X	X	X	X	X	X	X	X

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Vehicle, auction—	X	X	-	X	X	X	X	X
Vehicle, auto repair (major)—	X	X	X	X	X	X	X	X
Vehicle auto repair (minor)—	X	X	X	X	X	X	X	X
Vehicle, automobile and truck repair—	X	X	X	X	X	X	X	X
Vehicle, automobile and truck sales and rental (including large truck)—	X	X	X	X	X	X	X	X
Vehicle, automobile rental agency—	X	X	X	X	X	X	X	X
Vehicle automobile sales/rental and service (indoor)—	X	X	X	X	X	X	X	X
Vehicle, automobile salvage and recycling (indoor)—	X	X	X	X	X	X	X	X
Vehicle, automobile salvage and recycling (outdoor)—	X	X	X	X	X	X	X	X
Vehicle, boat/recreational vehicle sales and service—	X	X	X	X	X	X	X	X

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Vehicle, truck repair (large)–	X–	X–	X–	X–	X–	X–	X–	X–
Vehicle, truck sales and rental–	X–	X–	X–	X–	X–	X–	X–	X–
Warehouse–	X–	X–	X–	X–	X–	-	X–	-
Welding shops–	X–	X–	X–	X–	X–	X–	X–	X–
Wholesale distribution–	X–	X–	X–	X–	X–	-	X–	X–
Woodworking mill–	X–	X–	X–	-	X–	-	X–	-
Zoological park–	X–	X–	X–	X–	X–	X–	-	-

~~1. Existing Uses And Buildings: A use located within a station area legally existing at the time that this zoning district was adopted, but listed as a prohibited use in this subsection F, shall be considered a legal nonconforming use. A structure legally existing at the time this section was adopted, but not conforming to the standards in this chapter, shall be considered a legal noncomplying structure. Any legal nonconforming use or legal noncomplying structure is subject to chapter 21A.38 of this title.~~

GF. Development Standards:

~~1. Intent: The purpose of the following development standards is to promote an intense and efficient use of land at increased densities in the station areas. The development standards are intended to create a safe and pleasant environment near transit stations by encouraging an intensive area of mixed use development and activities, pedestrian amenities and by limiting conflicts between vehicles and pedestrians. Development standards are intended to create a reasonably continuous building edge that defines the exterior spatial enclosure of the street or open space and protect adjacent low density residential zoning districts. With some exceptions, buildings line a street at or near the public right of way to the greatest extent possible.~~

~~21. Application: The dimensional requirements of this section apply to all new buildings and developments as well as additions to existing buildings. The following development standards apply to the core and transition areas of all station types:~~

~~a2. Building Height: The minimum and maximum building heights are found in table 21A.26.078G2a, "Building Height Regulations", of this section. Height limits are intended to control the overall scale of buildings, the compatibility with adjacent~~

development, and the composition of the urban form of the block. Minimum building heights in the core area relate to the width of the street, with a minimum ratio of one foot (1') of building height for every three feet (3') of street width. Building height is measured from the finished grade to the highest point of the building. The following exceptions apply:

- (1)a. The minimum building height applies to all structures that are adjacent to a public or private street. The building shall meet the minimum building height for at least ten percent (10%) of the width of the street facing building wall.
- (2)b. Elevator shafts, parapet walls, and other projections are permitted subject to subsection 21A.36.020C, "Height Exceptions", of this title.
- (3)c. Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building.

TABLE 21A.26.078G2a
BUILDING HEIGHT REGULATIONS

		Minimum Height ¹	Maximum Height
Urban center:			
	Core	30'	90' ²
	Transition	25'	60'
Urban neighborhood:			
	Core	25'	75'
	Transition	0'	50'
Mixed use employment center:			
	Core	25'	75'
	Transition	0'	60'
Special purpose:			
	Core	25'	75'
	Transition	0'	60'

Notes:

1. Minimum building heights apply to those properties with frontage on the street where fixed

rail transit is located.

2. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include habitable space. The sloping planes must be clearly visible and create a sloped roof shape. The sloping plans shall not be hidden by a parapet wall.

~~b3. Setbacks: Required building setbacks promote streetscapes that are consistent with the desired character of the street and various station typologies and its core and transition areas. Building setbacks create a safe environment that is inviting to pedestrians and transit users and maintain light, air and potential privacy for adjacent residential uses. In some instances, the setbacks limit the building envelope where the existing development pattern would be negatively impacted by taller buildings.~~

~~a. General Standards for Front/Corner Side Yards:~~

- ~~(1) All portions of the yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use, such as outdoor dining, plazas, courtyards or other similar outdoor use with the space not dedicated to active outdoor use completely landscaped.~~
- ~~(2) Parking, drive aisles or other paved areas for motor vehicles are prohibited.~~
- ~~(3) Walls up to three feet (3') in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.~~
- ~~(4) Awnings, canopies, arbors, and trellises may be located within any portion of the yard.~~

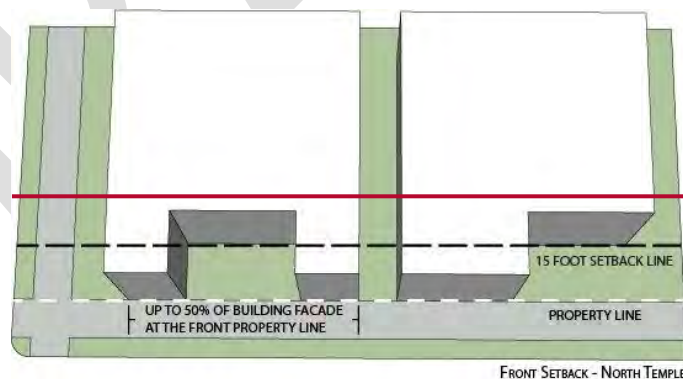
~~b. TABLE 21A.26.078.G2b Setback Standards:~~

<u>Property Frontage</u>	<u>Front/Corner Side Yard Setback</u>	<u>Side Yard</u>	<u>Rear Yard</u>
<u>400 South</u>	<u>Minimum: 10'</u> <u>Maximum Setback: 15' for 50% of street-facing building facade. Remainder may be setback more than maximum.</u> <u>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.</u>	<u>Minimum: None, except a 25' setback is required when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum shall increase 1' for every 1' increase in building height above 25' and is applied to the portion of the building over 25' in height. The setback also applies when the TSA zoned property is separated from one of these other zoning districts by an alley and the setback is measured from the TSA property line.</u>	
<u>North Temple</u>	<u>Minimum: none</u> <u>Maximum: 15'</u>		

	<p><u>At least 50% of the street facing façade must be built to the maximum setback. Front yard setbacks not occupied by building must be landscaped or include usable outdoor space, such as outdoor dining, plazas, courtyards, or other similar usable public space.</u></p> <p><u>In locations where the sidewalk is not a minimum of 10' wide, additional sidewalk width shall be installed by the developer so there is a minimum width sidewalk of 10' when new buildings or additions are constructed that increase the gross building square footage by more than 50%.</u></p>	
<p><u>300 South,</u> <u>500 South,</u> <u>600 East</u></p>	<p><u>Minimum: Equal to the average setback of other principal buildings on the same block face.</u></p>	
<p><u>Streets with</u> <u>Right-of-</u> <u>Way Width</u> <u>of 50 feet or</u> <u>Less with R-</u> <u>1, R-2, SR,</u> <u>RMF-30,</u> <u>RMF-35 or</u> <u>RMF-45</u> <u>zoning</u> <u>district on</u> <u>either side of</u> <u>the street</u></p>	<p><u>Minimum: 25% of lot depth, up to 25'.</u></p> <p><u>For buildings taller than 25', setback shall increase 2' for every 1' of building height above 25' and is applied to the portion of the building over 25' in height.</u></p>	
<p><u>All Other</u> <u>Streets</u></p>	<p><u>Minimum: None</u></p> <p><u>At least 50% of the street facing building façade shall be within 5 feet of the front or corner side property line.</u></p>	

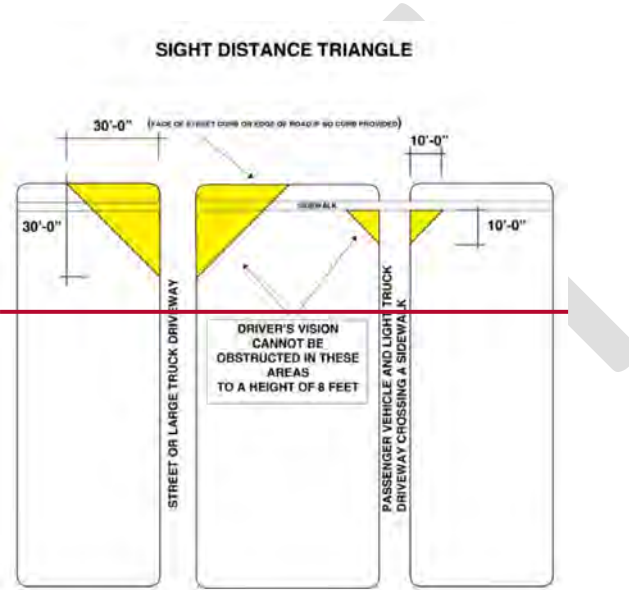
~~(1) Front And Corner Yard Setback: Except as indicated below, there is no minimum setback. If a setback is provided, at least fifty percent (50%) of the street facing building facade shall be located within five feet (5') of the front property line unless a larger setback is required below. All portions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

~~(A) North Temple Boulevard: The front yard setback along North Temple Boulevard shall be fifteen feet (15') for a minimum of fifty percent (50%) of the width of the street facing facade. Up to fifty percent (50%) of a street facing facade may encroach up to the front property line. In this case, the area not occupied by the building footprint must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar usable public space or use. Setbacks over fifteen feet (15') are not allowed. In locations where there is not a minimum sidewalk width of ten feet (10'), additional sidewalk width shall be installed by the developer so there is a minimum width of ten feet (10') when a new building is constructed or with additions that increase the gross building square footage by more than fifty percent (50%).~~



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

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



(D) ~~Special Front Yard Setback Provisions For Properties That Front On 300 South, 500 South Or 600 East: For properties that front on 300 South, 500 South or 600 East, the front yard setback shall be equal to the average front yard setback for properties located along the same block face.~~

(2) ~~Side Yard Setback:~~

(A) ~~Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to subsection L of this section.~~

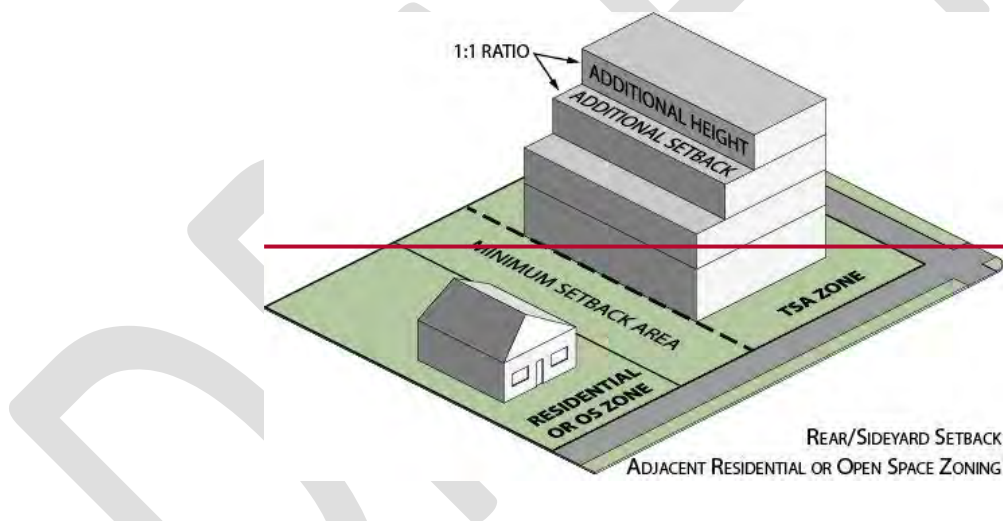
(B) ~~Side yard setback when adjacent to certain zoning districts:~~

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

may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.

(ii) ~~Transition Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum side yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30 or RMF-35 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the side property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.~~

(iii) ~~Side Yard Setback When Adjacent To All Other Districts: No minimum side yard required.~~



(3) ~~Rear Yard Setback:~~

(A) ~~Rear yard setback when adjacent to certain zoning districts:~~

(i) ~~Core Area: A minimum of twenty five feet (25') when adjacent to an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district. The minimum rear yard setback shall be increased one foot (1') for every one foot (1') increase in height above twenty five feet (25'). When a property in an OS, R-1, R-2, SR, RMF-30, RMF-35 or RMF-45 zoning district is separated from a TSA-zoned property by an alley, the additional setback for height above twenty five feet (25') applies and shall be measured from the property line of the TSA-zoned property. Buildings may be stepped so taller portions of a building are farther away from the rear~~

property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building.

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

~~(iii) Rear Yard Setback When Adjacent To All Other Districts: No minimum rear yard required.~~

~~(4)c. Special Setback Provisions For Properties Adjacent To Jordan River: For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be fifty feet (50'), measured from the annual high water line as defined in section 21A.34.130 of this title. For buildings over fifty feet (50') in height, the setback shall increase one foot (1') for every foot in height over fifty feet (50') up to a maximum of seventy five feet (75'). Portions of buildings over fifty feet (50') in height may be stepped back to comply with this standard.~~

~~€4. Minimum Lot Area And Street Frontage Requirements:~~

~~**TABLE 21A.26.078.F4 MINIMUM LOT AREA AND STREET FRONTAGE STANDARDS**~~

<u>Standard</u>	<u>Required Dimension</u>
<u>Minimum Lot Area</u>	<u>2,500 square feet</u>
<u>Minimum Street Frontage</u>	<u>40 feet</u>

~~(1)a. The minimum lot area applies to all new subdivisions of land and shall not be used to calculate residential density.~~

~~(2)b. Any legally existing lot may be developed without having to comply with the minimum lot size or frontage requirements.~~

~~(3) The minimum lot area for all areas of the TSA-zoning district is two thousand five hundred (2,500) square feet.~~

~~(4) All subdivisions of land or combination of parcels must have a minimum of forty feet (40') of street frontage.~~

~~d5. Open Space: In order to provide space for passive and active recreation, public and private use, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, open space is required for all new developments. Open space shall be provided at a rate of 1 square foot for every 10 square feet of land area included in the development, up to 5,000 square feet for Core areas, and up to 2,500 square feet for Transition areas. Open space includes landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).~~

~~(1) Core Area:~~

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

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



~~(2) Transition Area:~~

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

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

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

~~e6. Circulation And Connectivity: Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.~~

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

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

~~c. Any new development shall provide a midblock walkway if the property is located more than two hundred (200) from a street intersection or if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:~~

~~(1) The midblock walkway must be a minimum of ten (10) feet wide and include a minimum path that is a minimum of six (6) feet wide.~~

~~(2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.~~

~~7. Accessory Structures: No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.~~

~~H. Residential Densities:~~

~~1. Core area: No maximum.~~

~~2. Transition area: No maximum.~~

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

~~JG. Design Standards:~~

~~1. All new construction and additions shall comply with the design standards in Chapter 21A.37.~~

~~2. All new construction and additions shall also comply with the following additional design standards:~~

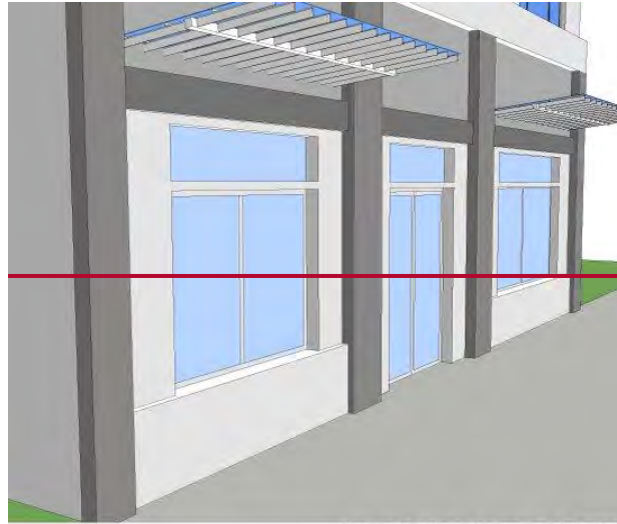
~~(A) Commercial Use Requirement for Buildings Near Block Corners on 400 South and North Temple: Buildings located within 200 feet of a block corner shall include space on the ground floor to accommodate an allowed commercial use. The commercial space shall extend across 80% of the ground floor façade that is within 200 feet of the~~

block corner and shall be a minimum of 25' in depth. The use shall comply with all other provisions for “Ground Floor Uses” located in Chapter 21A.37. This requirement may be modified through the “Ground Floor Use and Visual Interest” provision in Chapter 21A.37. For the purposes of this subsection, “block corner” means the ninety degree (90°) intersection of private property adjacent to an intersection of a right-of-way at least 130 feet in width with either 400 South or North Temple.

(B) EIFS Limitation: Use of Exterior Insulation and Finishing System (EIFS) is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS is allowed for up to 10% of the upper level street facing facades.

(STAFF NOTE: The current design standards from this section have been proposed to be removed from this chapter and incorporated into the proposed design standards of Chapter 21A.37.)

- ~~1. Purpose: Design standards create the fundamental characteristics of a transit-oriented district and the basic design elements required for a successful transit station area. Design standards are intended to provide a safe and interesting walkable environment by connecting ground floor uses adjacent to the sidewalk areas, by encouraging the continuity of retail and service uses, providing surveillance opportunities on the street and public open spaces and framing the street by bringing portions of buildings up to the sidewalk. All buildings shall be designed for the context and character of the project and how they interact visually, functionally, and socially with the context of the public environment.~~
- ~~2. Application: The following design standards apply to all projects within the core and transition areas of all station area types:
 - ~~a. Building Walls Adjacent To A Street: Street facing building facades shall provide architectural variety and scale. Changes in plane, color, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. Building walls parallel to a public street and greater than thirty feet (30') in length shall be broken up by architectural features such as bay windows, recessed entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature may be either recessed or project a minimum of twelve inches (12").~~~~



ARCHITECTURAL VARIETY AND SCALE

- ~~b. Ground Floor Building Materials: Other than ground windows and doors, eighty percent (80%) of the remaining ground floor wall area shall be clad in durable materials. Durable materials include brick, masonry, textured or patterned concrete and/or cut stone. Other materials may be used as accent or trim provided they cover twenty percent (20%) or less of the ground floor adjacent to a street.~~
- ~~c. Ground Floor Glass And Transparency: All street facing elevations of a development shall be designed so that the first floor street facing facade has at least sixty percent (60%) clear glass between three (3) and eight feet (8') above grade to allow pedestrians to view activities inside the building or lighted display windows. There must be visual clearance behind the glass for a minimum of two feet (2'). Three dimensional display windows at least two feet (2') deep are permitted and may be counted toward the sixty percent (60%) glass requirement. Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment. The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front facade, shall not have less than sixty percent (60%) glass surfaces. The reflectivity in glass shall be limited to eighteen percent (18%) as defined by ASTA standards. The planning director may approve a modification to this requirement if the planning director finds:~~
- ~~(1) The requirement would negatively affect the historic character of the building, or~~
 - ~~(2) The requirement would negatively affect the structural stability of the building.~~
 - ~~(3) The ground level of the building is occupied by residential uses, in which case the sixty percent (60%) glass requirement may be reduced to forty percent (40%).~~

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

- d. ~~Building Entrances: The intent of regulating building entrances is to promote security on the street and public spaces by providing frequent points of access and sources of activity. Functional entrances to nonresidential uses should be located at an average of seventy five feet (75') or less from one another. At least one operable building entrance per elevation facing a public street shall be provided. Each ground floor leasable space is required to have an operable entrance facing the street and a walkway to the sidewalk. If a plaza or open space is provided as part of the development, a minimum of one entrance opening onto the plaza or open space shall be provided. This entrance shall be counted toward the spacing of functional entrances identified in this section and may count as the primary entrance to the building. All street facing building entrances shall be functional entrances and shall not be limited to emergency or employee entrances.~~
- e. ~~Ground Floor Residential Uses: The interior floor elevation of ground floor residential units in the core area shall be a minimum of two feet (2') and a maximum of five feet (5') above grade. Dwelling units located on the ground floor and facing a public or private street shall have a minimum of one primary entrance facing the street in the core area. The facades of all buildings in the core and transition areas with ground floor residential uses shall feature elements that signal habitation such as windows, entrances, stairs, porches, bay windows, and balconies that are visible from the public street. Attached single family dwellings, townhomes, row houses, and other similar housing types shall have a primary entrance facing the street for each unit adjacent to a street. Units may have their primary entrance located on a courtyard, mid block walkway, or other similar area if the street facing facades have a primary entrance facing the street.~~
- f. ~~Parking Structures: The intent of regulating parking structures is to minimize the visual impact of the structure and the cars parking within it, and to reduce their impact on the ground floors adjacent to public sidewalks and streets. Parking structures are permitted within the core and transition areas provided:~~
- ~~(1) The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, residential leasing office, restaurant, etc. Parking is permitted behind the ground floor uses. If the ground floor does not include active use, then the structure must be set back behind a building or be a minimum of sixty feet (60') from a property line adjacent to a public street or sidewalk.~~
 - ~~(2) The levels of parking above the first level facing the front or corner side lot line shall have horizontal floors and/or facades and not sloped.~~

~~(3) The levels of parking above the second level shall be designed to effectively screen the vehicles so they are not readily visible from an adjacent street.~~

~~(4) Below grade parking structures for structures with ground floor residential uses may extend a maximum of five feet (5') above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).~~

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

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

KH. Multiple Buildings On A Single Parcel: Multiple principal buildings on a single parcel are permitted provided each principal building:

1. Complies with the requirements of this chapter;
2. Obtains a separate development score; and
3. Has frontage on a public street.

~~meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained.~~

LI. Parking: The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment within this district shall comply with the requirements of this subsection.

1. Surface Parking Lots ~~And Structures~~ On Corner Properties: On corner properties, surface parking lots ~~and structures~~ shall be located behind principal buildings or at least sixty feet

(60') from a front and corner side lot lines. Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

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.

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

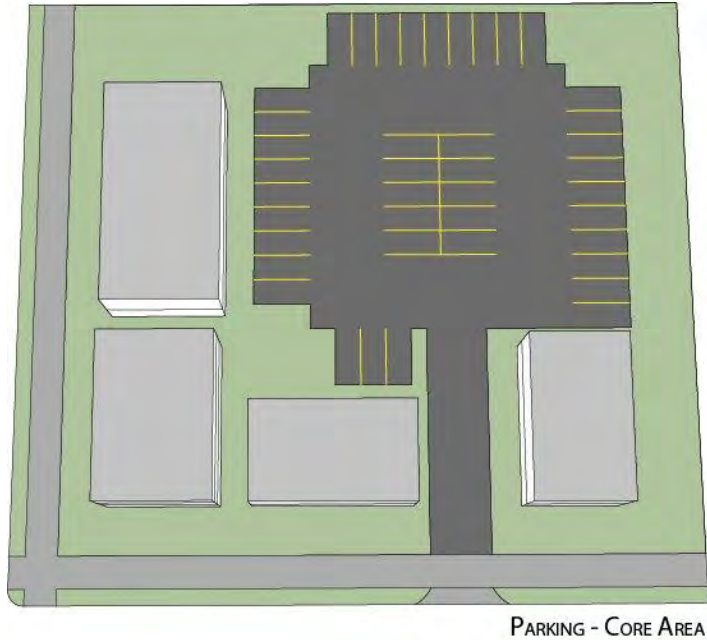
(1) Set back a minimum of thirty feet (30') from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.

(2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.

(3) The parking lot shall be no wider than what is required for two (2) rows of parking and one drive aisle as indicated in section [21A.44.020](#), table [21A.44.020](#) of this title.

b. One Driveway And Drive Aisle Per Street Frontage: Only one driveway and drive aisle is permitted per street frontage and the access point shall be located a minimum of one hundred feet (100') from the intersection of the front and corner side property lines. If the front or corner side property line is less than one hundred feet (100') in length, then the drive approach shall be located within twenty feet (20') of the side or rear property line.

c. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



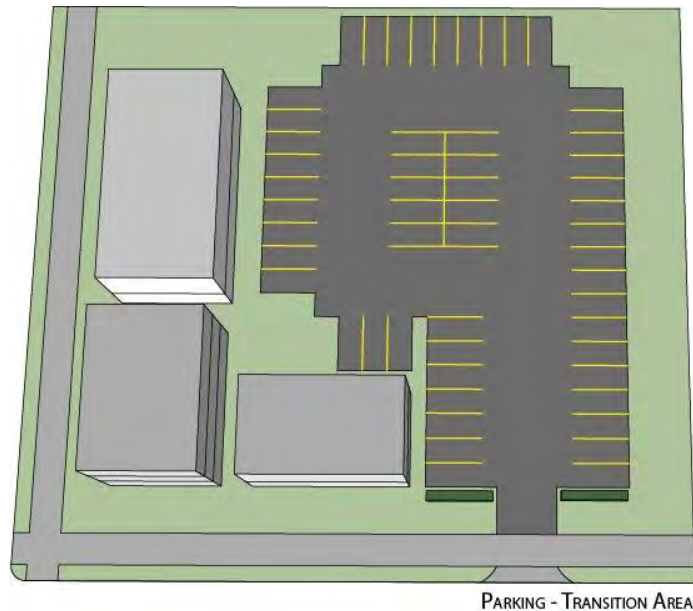
3. Surface Parking In The Transition Area: Surface parking lots in the transition area are required to be located behind the principal building or to the side of a principal building.

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

(1) Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five feet (5') of a property line adjacent to a street, the parking lot shall be set back a minimum of eight feet (8'). The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.

(2) Screened with a landscaped hedge or wall that is at least thirty six inches (36") above grade and no taller than forty two inches (42") above grade. Landscaping berms are not permitted.

b. Surface Parking Lots As A Principal Use: Surface parking lots as a principal use located on a lot that has frontage on a public street are prohibited.



4. Walkways Through Parking Lots: Parking lots with more than fifteen (15) spaces shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every three (3) drive aisles. Walkways shall be curb separated from the parking areas and a minimum of five feet (5') wide. Vehicles shall not overhang the walkway. Parking lot landscaping requirements in [chapter 21A.48](#) of this title shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a crosswalk that is clearly identified by a change in color, material, or similar technique shall be used.

~~5. Surface Parking Lots As The Principal Use: Surface parking lots that are the principal use are permitted in the TSA zoning district provided the following standards are complied with:~~

~~a. The surface parking lot does not have street frontage on the street where the fixed rail transit is located.~~

~~b. The surface parking lot is set back a minimum of fifteen feet (15') from any property line adjacent to a public street.~~

~~c. The parking area is screened by a wall or landscaping that is a minimum of thirty six inches (36") and a maximum of forty eight inches (48") tall.~~

6. Other Applicable Standards: All other standards in [chapter 21A.44](#), "Off Street Parking, Mobility And Loading", of this title shall apply.

MJ. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this zoning ordinance, this section shall take precedence except in situations where

the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an overlay district, the overlay district shall take precedence.

KN. Developments Over Five Acres:

1. Intent: Large scale developments have the potential to function as a self-contained mixed use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.
2. Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflict with a standard in another section, the standard in this section shall take precedence. All developments over 5 acres shall only be approved through the Conditional Building and Site Design Review process. The Development Score shall be used to determine if the proposal meets the applicable standards of the Conditional Building and Site Design Review process. 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. Building walls adjacent to a midblock walkway shall comply with the standards in Chapter 21A.37 that apply to building walls facing a public street. The standards in subsection J2 of this section apply to building walls adjacent to a mid-block walkway.

~~b. Housing Proximity To Transit: Developments that include housing should cluster the housing so a minimum of fifty percent (50%) of the housing is located within one fourth ($\frac{1}{4}$) mile walking distance of a transit platform.~~

c. Connectivity To Public Streets, Sidewalks, And Bicycle Lanes: In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travelways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a "complete street" defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.

d. Vehicle Access: Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.

(1) Access points located on public streets intended for vehicles shall be spaced a minimum of one hundred feet (100') apart.

(2) No property shall have more than one vehicle access point for every two hundred (200) linear feet of frontage on a public street.

(3) No access drive shall be greater than twenty four feet (24') wide.

(4) The location of all vehicle access points is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

e. Internal Circulation: Internal circulation systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles traveling from public spaces to bicycle parking areas within a site. All new developments over five (5) acres are required to submit an internal circulation network plan.

(1) Travel Lanes That Connect Parking Areas With A Public Street: All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in section [21A.44.020](#) of this title.

(2) Design Speed: The internal circulation system shall be designed to move vehicles at speeds of twenty (20) miles per hour or less.

- (3) Future Access To Adjacent Properties And Rights Of Way: All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
 - (4) Centerlines: The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of two hundred feet (200') apart, measured from centerline to centerline.
 - (5) Publicly Dedicated Streets: Any street that is to be publicly dedicated shall meet the city's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
 - (6) Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial storefronts.
 - (7) Bicycle Paths: A coordinated system of bicycle paths should be provided.
 - (8) Approval; Modification Of Standards: The internal circulation network is subject to approval from the transportation division of the city. The standards of this section may be modified by the transportation division when, in the opinion of the director of the transportation division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
- f. Parking: Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted toward the applicable off street parking standard when provided on private streets. All parking areas and spaces must comply with the parking lane widths identified in section [21A.44.020](#), table [21A.44.020](#) of this title.
- g. Open Space: In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to nonpermeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.
- (1) Required: In the core and transition areas of all station areas, a minimum of ten percent (10%) of the site, up to fifteen thousand (15,000) square feet, shall be devoted to open space. "Usable open space" is defined as landscaped areas, plazas, outdoor dining areas, terraces, rooftop gardens, stormwater retention areas, and any other similar type of area.
 - (2) Connectivity To Adjacent Open Space: When adjacent to public open space, parks, trails and pathways, open space on developments over five (5) acres in size are encouraged to provide access to the public open space.

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

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D. Land Use Table Draft - Clean Draft

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21A.33.035: TABLE OF PERMITTED AND CONDITIONAL USES FOR TRANSIT STATION AREA DISTRICTS:

Legend:	C =	Conditional	P =	Permitted
---------	-----	-------------	-----	-----------

Use	Permitted And Conditional Uses By District							
	TSA UC		TSA UN		TSA MUEC		TSA SP	
	C	T	C	T	C	T	C	T
Accessory use, except those that are specifically regulated elsewhere in this title	P	P	P	P	P	P	P	P
Adaptive reuse of a landmark site	P	P	P	P	P	P	P	P
Agricultural use	P	P	P	P	P	P	P	P
Alcohol:								
Brewery					P	P	P	P
Brewery, small	P	C	P	C	P	P	P	P
Brewpub (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Brewpub (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Dining club (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Dining club (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Distillery	P		P		P	P	P	C
Social club (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Social club (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C
Tavern (2,500 square feet or less in floor area)	P	P	P	P	P	P	P	P
Tavern (more than 2,500 square feet in floor area)	P	C	P	C	P	C	P	C

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Winery	P		P		P	P	P	P
Amphitheater							C	C
Amusement park							C	C
Animal:								
Cremation service	P	P	P	P	P	P	P	P
Kennel					P	P	P	P
Pet cemetery*		P*		P*		P*		P*
Stable, public							P	P
Veterinary office	P	P	P	P	P	P	P	P
Antenna, communication tower	P	P	P	P	P	P	P	P
Antenna, communication tower, exceeding the maximum building height in the zone	C	C	C	C	C	C	C	C
Art gallery	P	P	P	P	P	P	P	P
Auction (indoor)					P	P	P	P
Auditorium	P	C	P	C	P	P	P	P
Bakery, commercial	P		P		P	P	P	P
Bed and breakfast	P	P	P	P	P	P	P	P
Bed and breakfast inn	P	P	P	P	P	P	P	P
Bed and breakfast manor	P	P	P	P	P	P	P	P
Blood donation center	P	P	P	P	P	P	P	P
Botanical garden	P	P	P	P	P	P	P	P
Car wash						P		P
Car wash as accessory use to gas station or convenience store that sells gas						P		P
Clinic (medical, dental)	P	P	P	P	P	P	P	P
Community correctional facility,							C*	

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small*								
Community garden	P	P	P	P	P	P	P	P
Convent/monastery	P	P	P	P	P	P	P	P
Convention center							C	C
Crematorium	P		P		P	P	P	P
Daycare center, adult	P	P	P	P	P	P	P	P
Daycare center, child	P	P	P	P	P	P	P	P
Daycare, registered home daycare or preschool	P	P	P	P	P	P	P	P
Dwelling:								
Artists' loft/studio	P	P	P	P	P	P	P	P
Assisted living facility (large)	P	P	P	P	P	P	P	P
Assisted living facility (small)	P	P	P	P	P	P	P	P
Group home (large)*	P*	P*	P*	P*	P*	P*	P*	P*
Group home (small)*	P*	P*	P*	P*	P*	P*	P*	P*
Living quarter for caretaker or security guard	P	P	P	P	P	P	P	P
Manufactured home		P		P	P	P	P	P
Multi-family	P	P	P	P	P	P	P	P
Residential support (large)*	P	P	P	P	P	P	P	P
Residential support (small)*	P	P	P	P	P	P	P	P
Rooming (boarding) house	P	P	P	P	P	P	P	P
Single-family attached	P	P	P	P	P	P	P	P
Single-family detached		P		P		P		P
Single room occupancy	P	P	P	P	P	P	P	P
Twin home	P	P	P	P	P	P	P	P
Two-family	P	P	P	P	P	P	P	P
Eleemosynary facility	P	P	P	P	P	P	P	P

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Exhibition hall							C	C
Farm stand	P	P	P	P	P	P	P	P
Farmers' market	P	P	P	P	P	P	P	P
Financial institution	P	P	P	P	P	P	P	P
Financial institution with drive-through facility						P		P
Flea market (indoor)	P	P	P	P	P	P	P	P
Flea market (outdoor)							P	P
Food processing					P	P	P	P
Funeral home	P	P	P	P	P	P	P	P
Gas station						P		P
Government facility	P	P	P	P	P	P	P	P
Government facility requiring special design features for security purposes	P	P	P	P	P	P	P	P
Grain elevator					P	P	P	P
Greenhouse	P	P	P	P	P	P	P	P
Hospital, including accessory lodging facility	P	P	P	P	P	P	P	P
Hotel/motel	P	P	P	P	P	P	P	P
House museum in landmark sites (see subsection 21A.24.010T of this title)	P	P	P	P	P	P	P	P
Industrial assembly					P	P	P	P
Laboratory (medical, dental, optical)	P	P	P	P	P	P	P	P
Laboratory, testing					P	P	P	P

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Large wind energy system								
Laundry, commercial					P	P		
Library	P	P	P	P	P	P	P	P
Light manufacturing					P	P	P	P
Meeting hall of membership organization	P	P	P	P	P	P	P	P
Mixed use development	P	P	P	P	P	P	P	P
Mobile food business (operation in public right of way)	P	P	P	P	P	P	P	P
Mobile food business (operating on private property)	P	P	P	P	P	P	P	P
Municipal service uses, including city utility uses and police and fire stations	P	P	P	P	P	P	P	P
Mobile food court	P		P		P	P	P	P
Museum	P	P	P	P	P	P	P	P
Nursing care facility	P	P	P	P	P	P	P	P
Office	P	P	P	P	P	P	P	P
Office, publishing company	P	P	P	P	P	P	P	P
Office, single practitioner medical, dental, and health	P	P	P	P	P	P	P	P
Offices and reception centers in landmark sites (see subsection 21A.24.010T of this title)	P	P	P	P	P	P	P	P
Open space	P	P	P	P	P	P	P	P
Park	P	P	P	P	P	P	P	P
Parking:								
Commercial (if located in a parking structure)	P	P	P		P	P	P	P
Commercial (surface lot)						P		P
Off site	P	P	P	P	P	P	P	P
Park and ride lot						P		P

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Park and ride lot shared with existing use						P		P
Performing arts production facility	P	P	P	P	P	P	P	P
Philanthropic use	P	P	P	P	P	P	P	P
Photo finishing lab	P	P	P	P	P	P	P	P
Place of worship	P	P	P	P	P	P	P	P
Printing plant					P	P	P	P
Railroad passenger station	P	P	P	P	P	P	P	P
Radio, television station					P	P	P	P
Reception center	P	P	P	P	P	P	P	P
Recreation (indoor)	P	P	P	P	P	P	P	P
Recreation (outdoor)	P	P	P	P	P	P	P	P
Recycling collection station	P	P	P	P	P	P	P	P
Research and development facility	P	P	P	P	P	P	P	P
Research facility (medical)	P	P	P	P	P	P	P	P
Restaurant	P	P	P	P	P	P	P	P
Retail goods establishment	P	P	P	P	P	P	P	P
Plant and garden shop with outdoor retail sales area	P	P	P	P	P	P	P	P
With drive-through facility								
Retail service establishment	P	P	P	P	P	P	P	P
Furniture repair shop	P	P	P	P	P	P	P	P
Sales and display (outdoor)	P	P	P	P	P	P	P	P
School:								
College or university	P	P	P	P	P	P	P	P
Music conservatory	P	P	P	P	P	P	P	P

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Professional and vocational	P	P	P	P	P	P	P	P
Seminary and religious institute	P	P	P	P	P	P	P	P
Seasonal farm stand	P	P	P	P	P	P	P	P
Social service mission and charity dining hall	C	C	C	C	P	P	P	P
Solar array					P	P	P	P
Stadium	C		C		C	C	C	C
Storage, self		P		P		P		P
Store:								
Convenience	P	P	P	P	P	P	P	P
Department	P	P	P	P	P	P	P	P
Mass merchandising	P	P	P	P	P	P	P	P
Specialty	P	P	P	P	P	P	P	P
Superstore and hypermarket						P		P
Warehouse club						P		P
Studio, art	P	P	P	P	P	P	P	P
Studio, motion picture					P	P	P	P
Theater, live performance*	P*		P*		P*	P*	P*	P*
Theater, movie	P		P		P	P	P	P
Urban farm	P	P	P	P	P	P	P	P
Utility, building or structure	P*	P*	P*	P*	P*	P*	P*	P*
Utility, transmission wire, line, pipe, or pole	P*	P*	P*	P*	P*	P*	P*	P*
Vehicle:								
Automobile repair (minor)						P		P

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Vending cart, private property	P	P	P	P	P	P	P	P
Warehouse						P		P
Wholesale distribution						P		
Wireless telecommunications facility (see section 21A.40.090 , table 21A.40.090E of this title)	P	P	P	P	P	P	P	P
Wireless telecommunications facility, exceeding the maximum building height of the zone(see section 21A.40.090 , table 21A.40.090E of this title)	C	C	C	C	C	C	C	C
Woodworking mill						P		P
Zoological park							C	C

***Qualifying Provisions for Specific Land Uses:**

*“Utilities, building or structure”, or “Utilities, transmission wire, line, pipe, or pole”: Subject to conformance to the provisions in subsection [21A.02.050B](#) of this title for utility regulations.

* “Group Home, Large”: No large group home shall be located within 800 feet of another group home.

* “Group Home, Small.” No small group home shall be located within 800 feet of another group home.

* “Residential Support (Large)”: No large residential support shall be located within 800 feet of another residential support.

* “Residential Support (Small)”: No small residential support shall be located within 800 feet of another residential support.

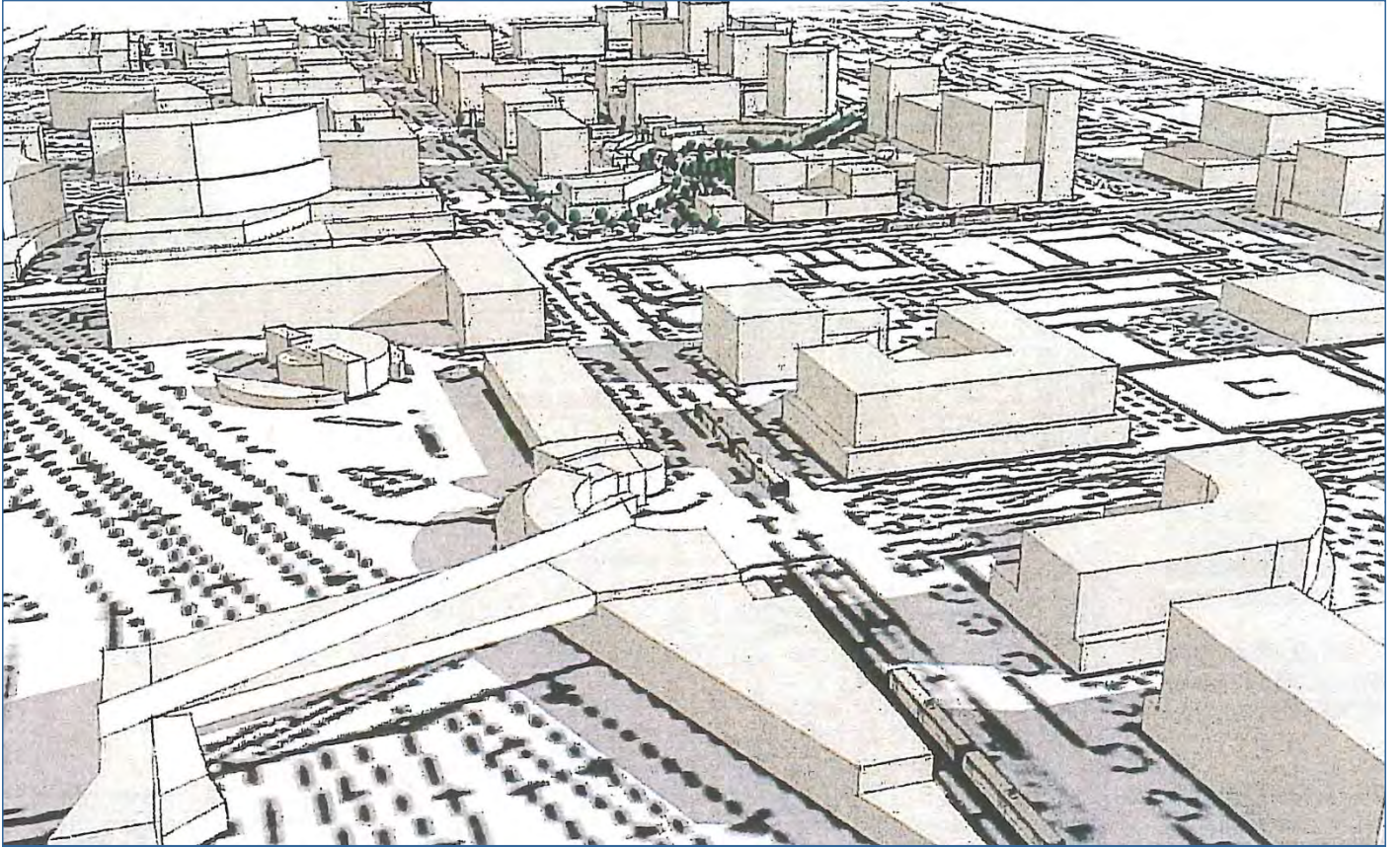
* “Theater, Live Performance”: Prohibited within 1,000 feet of a single- or two-family zoning district.

* “Pet Cemetery”: Subject to Salt Lake Valley health department approval.

* “Community Correctional Facility, Small”: A community correctional facility is considered an institutional use and any such facility located within an airport noise overlay zone is subject to the land use and sound attenuation standards for institutional uses of the applicable airport overlay zone within chapter 21A.34 of this title.

E. Transit Station Area Development Guidelines - Markup Draft

Transit Station Area Development Guidelines



DRAFT

August 18, 2016

Transit Station Area Development Guidelines

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Transit Station Area Development Guidelines

Development Around Transit Stations

Transit-oriented development (TOD) is more than simply a project next to a transit station and cannot be defined by a prescribed set of densities and mix of uses. True TOD is incorporated into the district or neighborhood surrounding the station. It is comprised of multiple new projects and existing developments. It includes a rich mix of choices and uses in a pattern of compact development and in a network of walkable streets, with access to transit neighborhood amenities with supporting design, and transportation choice.

Transit-oriented development ought to create unique places that are carefully integrated into the neighborhood and matched with the function of the station and the needs and desires of those who live and work nearby. The unique qualities of place within the context of the region and the corridor should drive the mix of use, residential density, building design and character of the district. All of these elements help create a sense of place, which may be as important to TOD as the transit service.

Transit stations provide an opportunity to create activity nodes within the City. The purpose of the Station Area Development Guidelines is to complement the TSA Zoning District regulations and implement the development principles identified in the Station Area Plans.

Transit Station Area Development Guidelines Using These Guidelines

What are Development Guidelines?

Development Guidelines are a list of recommendations that should be used to guide new development within a transit station area. The guidelines are an integral part of the review process set forth in section 21A.26.078 TSA Transit Station Area Zoning District regulations. The intent of the Transit Station Area Development Guidelines is to reward high quality, desired development through the use of incentives (such as increased building height) and by allowing for a quicker review process.

How to use the Development Guidelines

These development guidelines are to be used by the City in the review process for each project located in the TSA zoning district. While the guidelines are voluntary, compliance with them entitles applicants to faster review and can guide new development and redevelopment towards implementing the vision in the station area plans. Designers and developers are encouraged to incorporate as many of the development guidelines as they reasonably can, which in turn will lessen the review process timeframe.

Each Guideline includes a value. The assigned value is based on several factors, including the importance of the guideline in terms of implementing the vision of a Station Area Plan or other applicable land use related policies of the City and the cost of addressing the guideline.

Development Guidelines should be addressed in all new projects. The Development Score is established by adding up the values of each guideline that has been incorporated into a project. Applicants have the ability to determine City review time of their proposal by achieving a high development score. This type of point and reward system allows desired development to be processed quicker.

The Development Guidelines are adopted by reference in the Transit Station Area Zoning District. The review process is outlined in the Zoning Ordinance. Any amendment to these guidelines should be reviewed as an amendment to the zoning ordinance. Any term in this document shall be defined as stated in Title 21A Zoning.

Submitting Required Information

An applicant is required to submit enough documentation with their Development Score application to verify that the proposal complies with the Development Guidelines they intend to use. This may include detailed site plans and building elevation drawings, lease agreements, precertification documents, legal agreements and approval from outside agencies, or any other documentation deemed necessary to determine if the project complies with the intent and specific requirements of each Development Guideline.

Transit Station Area Development Guidelines Thresholds and Procedures

The Development Score Thresholds

The approval process for all new development in the TSA District is based on the development score. ~~A series of tiers has~~ Two tiers have been established, indicating which approval process is required. The higher the Development Score, the more streamlined the approval process.

Those projects that are in Tier 1 require Planning Commission approval through the Conditional Building and Site Design Review Process and standards. The purpose of the Conditional Building and Site Design Review Process is to provide flexible implementation of the specific design requirements found in individual zoning districts. It is intended to help ensure that newly developed properties and redeveloped properties are designed to encourage pedestrian access, circulation and orientation while acknowledging the need for transit and automobile access. This process also requires public input prior to scheduling a public hearing with the Planning Commission.

~~Projects that are in Tier 2 require an Administrative Hearing prior to an Administrative Decision. This process allows for a relatively quick review and approval process, but still requires a public hearing.~~

Projects that achieve a development score in Tier ~~3~~2 are rewarded by allowing administrative approval without a public hearing. Tier ~~3~~2 was established so that those projects that are highly compliant with the vision of a station area plan have a streamlined approval process.

The decision made in each Tier is subject to appeal as outlined in the Zoning Ordinance.

Review Process

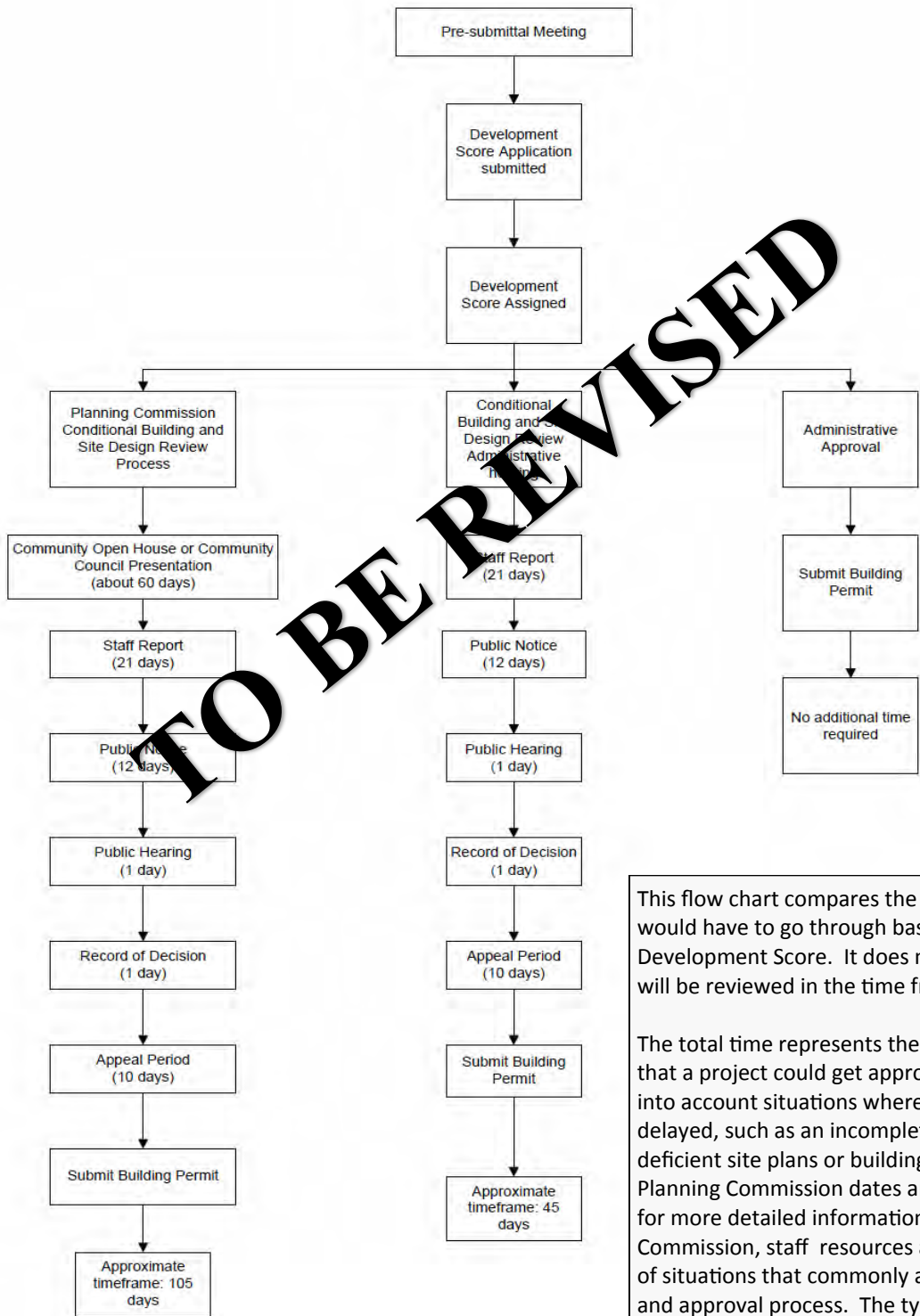
Tier	Approval Process	Estimated Time Frame*
Tier 1 Projects with a development score less than 50 <u>124</u> points	Planning Commission	3-6 months
Tier 2 Projects with a development score between 50 and 99 points	Administrative Hearing	1-3 months
Tier 3 <u>2</u> Projects with a development score more than 100 <u>125</u> points	Administrative Review	No additional time required after Development Score

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

Certificates of Occupancy

In order to receive a certificate of occupancy, all projects are required to have an inspection verifying that the final building is substantially compliant with the assigned Development Score and/or any conditions of approval placed upon a project by the Planning Commission or Administrative Hearing Officer. This inspection shall take place at a point in the construction process where substantial completion of each Development Guideline incorporated into the project can be verified.

Transit Station Area Development Guidelines Flowchart of the Review Process



This flow chart compares the process that a project would have to go through based on the Development Score. It does not guarantee a project will be reviewed in the time frame indicated.

The total time represents the fastest possible time that a project could get approved. It does not take into account situations where a project may be delayed, such as an incomplete application, deficient site plans or building elevations, the Planning Commission dates and schedule, a request for more detailed information from the Planning Commission, staff resources and other similar types of situations that commonly arise during the review and approval process. The typical approval process is 3-6 months.

Transit Station Area Development Guidelines

High Value Guidelines

The Station Area Plans include some policies and strategies that require bold steps to implement. These projects may implement specific elements of a station area plan or implement a City-wide goal, such as increasing the housing supply.

The Development Guidelines place a high value on certain guidelines and concepts that help the City achieve its long-range planning goals. By placing a value on these items, it creates an incentive for new development and redevelopment to accomplish the City's goals and the goals identified in specific Station Area Plans. The following guidelines, if included in a project, carry a high value:

- A project that can be pre-certified as LEED Platinum or comparable;
- A project that is capable of producing 100% of its energy needs on site or is utilizing other off-site green energy sources for 100% of its on site needs.
- An exterior alteration to a property located in a local historic district or designated as a local landmark that is reviewed and approved by the Historic Landmark Commission;
- A project with 100% of its off street parking being located in an above grade parking structure;
- A project with at least 75% of its off street parking requirement being located in an underground parking structure; or
- A parking structure with 100% of the street facing facades being wrapped with habitable space.

Land Use Guidelines

Development within transit station areas requires a rich mix of uses that offer options for people to live, work, shop and play. The intent of the Land Use Development Guidelines is to create a reward system for new development and redevelopment projects that:

- Promote compact development by providing a certain residential density, maximize the ratio between floor area and lot area, and exceed the minimum requirements of the Zoning Ordinance.
- Include a vertical mix of land use;
- Provide some affordable housing in mixed income housing development;
- Provide ADA accessible dwelling units;
- Provide community serving land uses, day cares, schools, education facilities, community gardens, medical clinics and health and fitness centers; and
- Result in the redevelopment of surface parking lots to other land uses or structured parking.

1. Density and Intensity of Use

Intensity of land uses should be maximized to implement the planning policies of a station area and to create a critical mass to support a rich mix of land uses and transportation options as well as increase the number of people walking, bicycling, and using public spaces.

A. Core Area Guidelines (points may only be obtained in one section)

1. A project that meets at least one of the following requirements shall have 20 points added to its score:
 - a. More than 50 dwelling units per acre.
 - b. Buildings that are at least 80% of the allowable building height.
 - c. Buildings with a floor area ratio of 3 or more.

2. A project that meets at least one of the following requirements shall have 15 points added to its score:
 - a. More than 30 dwelling units per acre.
 - b. Buildings that are at least 70% of the allowable building height.
 - c. Buildings with a floor area ratio of 2 or more.

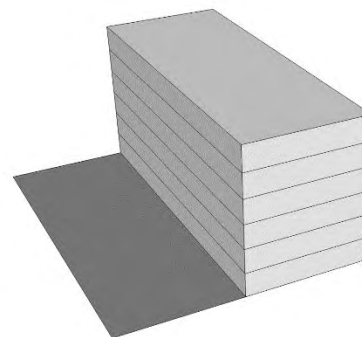
3. A project that meets at least one of the following requirements shall have 10 points added to its score:
 - a. More than 20 dwelling units per acre.
 - b. Buildings that are at least 60% of the allowable building height.
 - c. Buildings with a floor area ratio of 1 or more .



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



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



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

Density and Intensity of Use (cont.)

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

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

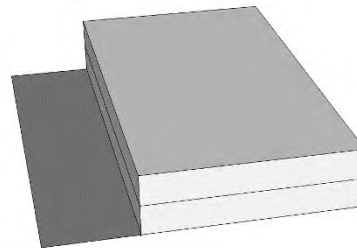
- a. More than 25 dwelling units per acre.
- b. Buildings that are up to 80% of the allowable building height.
- c. Buildings with a floor area ratio of 2 or more.



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

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

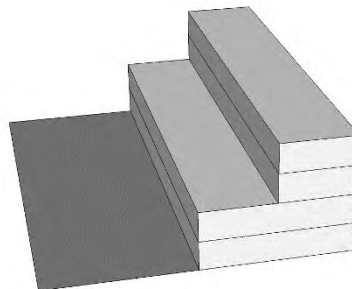
- a. More than 20 dwelling units per acre.
- b. Buildings that are up to 70% of the allowable building height.
- c. Buildings with a floor area ratio of 1.5 or more.



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

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

- a. More than 15 dwelling units per acre.
- b. Buildings that are up to 60% of the allowable building height.
- c. Buildings with a floor area ratio of 1 or more.



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

2. Integrated Mix of Uses

Developments that include a vertical mix of uses are encouraged. A vertical mix of uses would include residential built above retail or office space, live-work units, office above retail or other similar arrangement where the use on the upper floors differs from the ground floor.

A. If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:

1. 100% . 20 points
2. 75-90% . 15 points.
3. 50-74% 10 points.
4. A project that includes at least two uses that are different than existing uses on adjacent properties: 6 points.

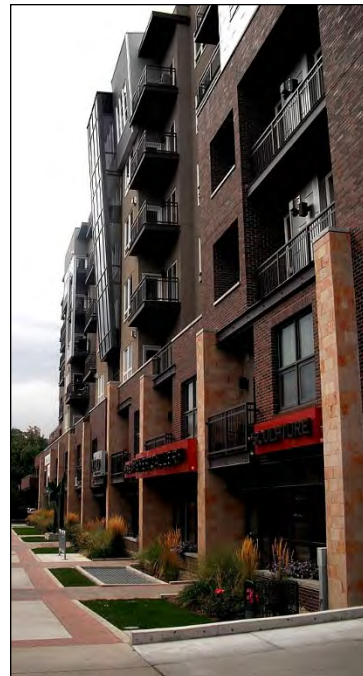
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



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



This building contains live work space on the ground floor and second floor. Live work space is highly desirable because it allows people to live and work in the station area.



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

3. Mixed Income Housing

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

A. A project that includes affordable housing (available to those with 60% or less of the median household income of the City) for sale or lease shall have the following number of points added to the development score:

1. 33% or more of the dwelling units: 50 points.
2. 20% or more of the total dwelling units: 40 points.
3. 10% or more of the dwelling units: 30 points.

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

1. 33% or more of the dwelling units: 40 points.
2. 20% or more of the total dwelling units: 30 points.
3. 10% or more of the dwelling units: 20 points.

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



This affordable residential building provides dwelling units of various sizes to accommodate different household sizes.



This building consists of dwelling units that are available to individuals that have incomes that are 60% of the median household income in the area.

4. Accessible Dwelling Units

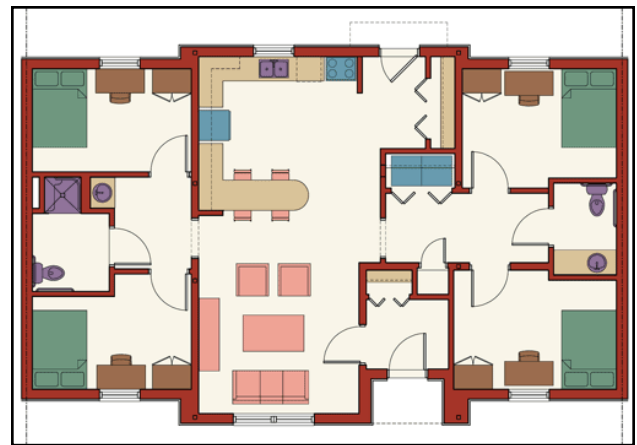
Projects that meet the minimum ADA requirements for accessible dwelling units are encouraged. Features of accessible dwelling units are intended to improve the physical and emotional health of individuals, enhance community diversity and reduce housing costs.

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

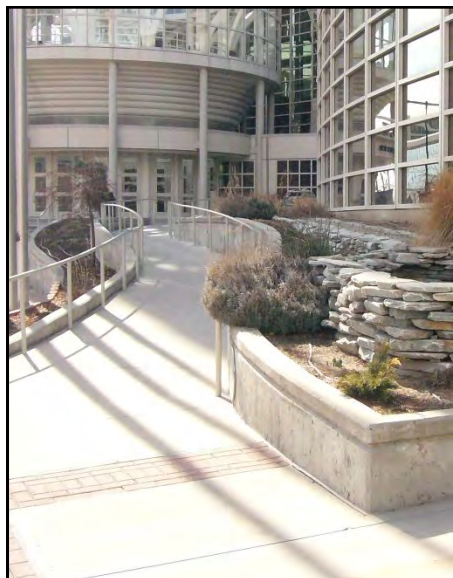
A. A project which includes dwelling units designed as ADA accessible shall have the following number of points added to the development score:

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

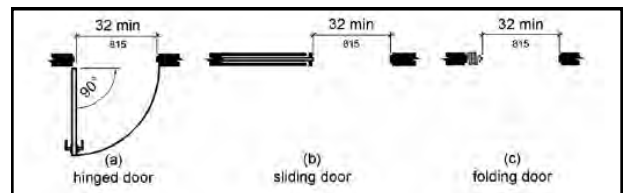
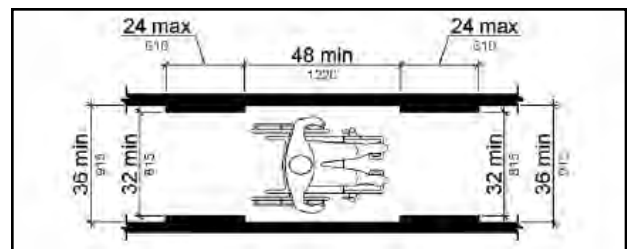
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



Level and ramped entrances provides accessible access. This ramp provides safe, convenient access to the building directly from the sidewalk.



Accessible dwelling units typically include all amenities and features on a single level. Doors and hallways are required to meet minimum widths and counter and plumbing fixtures are set at lower heights.



5. Community-Serving Uses

Projects that provide space for community serving uses are encouraged. The following uses are considered community-serving uses: day cares, schools, education facilities, community gardens, medical clinics and health and fitness centers. Applicants seeking to include this guideline in the projects design score must provide legal documentation, such as lease agreements, to qualify. Those community serving uses that can be shown on a site plan, such as a playground, community garden, etc. shall be indicated on the submitted drawings. All community serving uses should be accessible to the public.

A. Projects that include community serving uses, shall have the following points added to their score:

1. A minimum of 1500 square feet: 15 points.
2. A minimum of 1000 square feet: 10 points.
3. A minimum of 500 square feet: 5 points.

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



Conveniently located day care facilities allow people to drop children off at facility that is close to transit, home or work.



Community gardens can be incorporated into the open space of a project or serve as a temporary use to an undeveloped site.

6. Redevelopment of Surface Parking Lots

Converting surface parking lots to new, active uses encourages compact development and promotes walkable streets.

A. A project that includes the redevelopment of an existing surface parking lot to an active use or structured parking shall have the following number of points added to the development score:

1. 50% or more of the existing surface parking lot is covered by new buildings: 15 points.
2. 35% or more of the existing surface parking lot is covered by new buildings: 10 points.
3. 25% or more of the existing surface parking lot is covered by new buildings: 5 points.

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



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



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

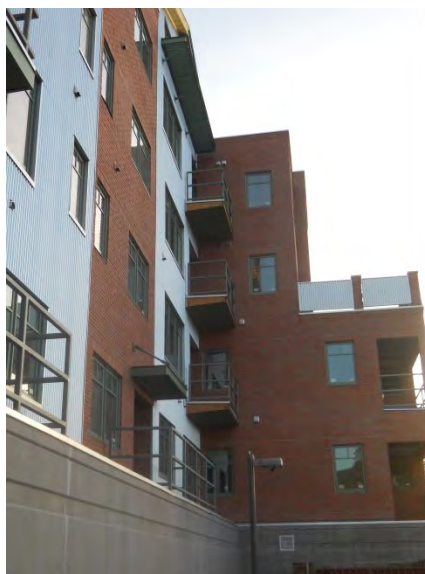
7. Redevelopment of Nonconforming Use and Noncomplying buildings

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

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

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

This guideline applies to the Core and Transition Area. These points do not apply to a project that negatively impacts a property within the H Historic Preservation Overlay District as determined by the Historic Landmark Commission.



This housing development was built on the site of a former surface parking lot. Surface parking lots as a primary use are considered nonconforming in the TSA zoning district.

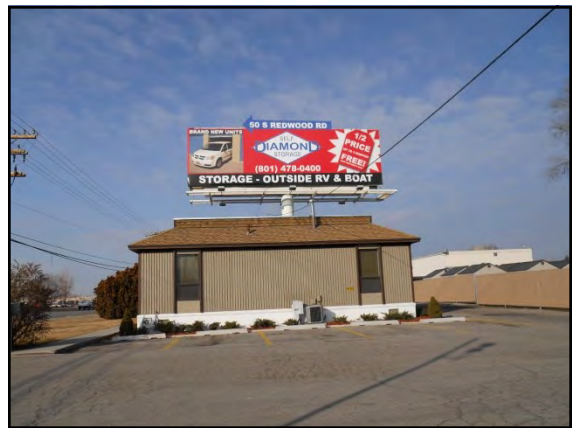
8. Removal of Billboards

Although billboards are prohibited within the TSA zoning district, a number of billboards are present within the transit station areas. As part of redevelopment of properties, the removal of existing billboards is encouraged. Billboards often negatively impact the development potential of a property, primarily because a lease may include statements that prohibit blocking the view of the billboard which decreases the potential for redevelopment of the property.

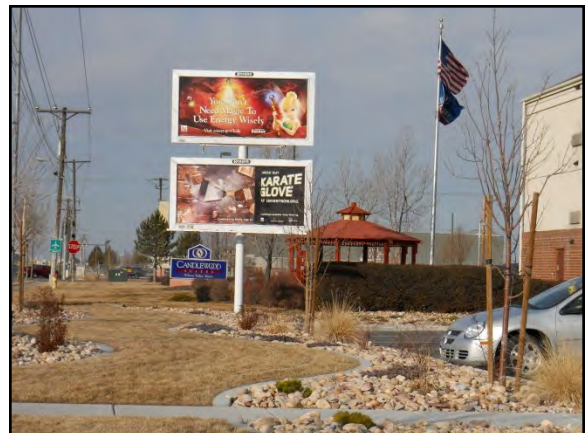
A. A project that includes redevelopment of a site containing a billboard shall have the following points added to its development score:

1. An existing billboard is legally removed by the developer as part of a redevelopment project: 10 points.

This guideline applies to the Core and Transition Area



Billboards may lower the development potential of property.



Billboards can reduce the aesthetic quality of a well designed landscape.

Building and Site Design Guidelines

Building and site design are integral aspects of creating transit oriented districts and are essential parts of creating unique places. Developments are encouraged to create buildings that contribute to the look and feel of the district, and contribute to the overall safety and security of the neighborhood through:

- Implementing sustainable building, site, and open space concepts into the design of a project;
- Incorporating historic buildings into the design of a site;
- Including architectural details and elements on all sides of a building;
- Preserving and enhancing historical resources;
- Using high quality building materials that are durable, easy to maintain and functional;
- Adding variety, interest and activity to rooftops;
- Increasing the visibility from buildings onto public spaces through the use of windows, doors, balconies, etc.
- Using lighting to complement the architecture and site design of a project while improving the overall safety of sidewalks, walkways, public spaces, and parking areas;
- Integrating signs into the design of the building and the site so that they are visible from the sidewalk.

9. Sustainable Site and Open Space Design

Private open spaces, as identified in the TSA zoning district, are encouraged to take into consideration sustainable design principles as they are planned and built. Renewable energy sources, water wise landscaping, storm water retention systems that are incorporated into the open space design, landscaped roofs, designs to reduce the heat island index of buildings and hardscape or similar measure that implements an adopted sustainable policy of the City qualify for this guideline.

A. A project that incorporates adopted sustainable policies of the City shall have the following points added to the development score:

1. The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City: 10 points.
2. The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline: 5 points.

This Guideline applies to the Core and Transition Area.



This rooftop garden helps reduce energy costs, reduces storm water runoff and provides places for people to gather.



Public spaces at transit stations should include amenities to make people feel comfortable, such as benches and shade.

10. Green Building

Developments that utilize the US Green Building Councils® LEED® green building program process are encouraged. To qualify for these points, the applicant must submit documentation indicating that the design of the project has been certified through by the US Green Building Council.

A. The following points will be awarded based on the level of LEED certification:

- 1. Platinum: 50 points.
- 2. Gold: 40 points.
- 3. Silver: 30 points.

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



11. Energy Efficiency

Buildings that are designed with passive energy conservation systems, renewable energy sources and a focus on energy efficiency are encouraged. While zero-net energy buildings are difficult to plan and build, efforts to do so should be rewarded. All new buildings should be designed to be energy efficient. To qualify for the points in this guideline, documentation certified by a licensed engineer must be submitted.

A. Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score:

1. The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 50 points.
2. The project is certified as having 50% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 25 points.
3. Solar array: 10 points for every 500 square feet of solar panels. Maximum of 15 points.
4. Geothermal heating and cooling systems: 10 points.
5. The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features. 5 points.

This Guideline applies to the Core and Transition Area.



Renewable energy sources can supplement, and may be able to provide 100% of the energy used to power a building.



This building uses overhangs on the windows to provide shade in the summer months, but maximize solar access in the winter.

12. 360-Degree Architecture

Buildings that face a transit station platform should incorporate architectural features, such as windows, projections, belt courses, changes in building material, pattern and other elements on all four sides of the building.

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

- Windows: must account for at least 30% of the wall area and be inset a minimum of 2 inches from the exterior finish material.
- Projections: must extend a minimum of 6 inches from exterior finish material.
- Belt courses: must extend a minimum of 2 inches from adjacent building material.
- Change in building material: must include an offset that is a minimum of 2 inches between materials.
- Balconies: must be a minimum of 6 feet in depth and include at least 30 square feet. Mechanical equipment may not be located on a balcony.
- Other elements: other elements may be used, provided they create offsets, projections, or change in material that are a minimum of 6 inches.

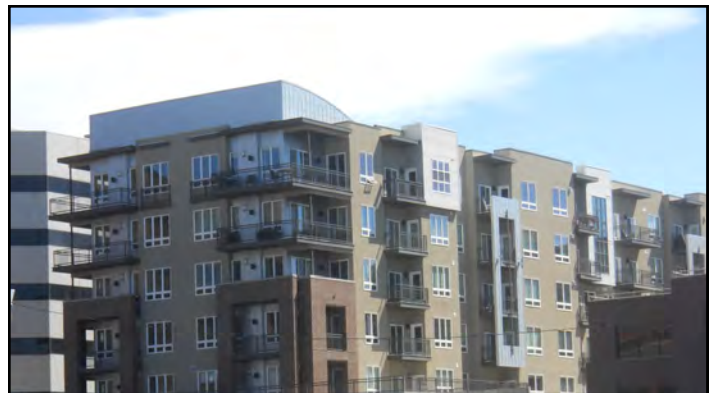
A. A project that incorporates architecture features on building facades that are not adjacent to a street shall have the following number of points to the development score:

1. Architectural detailing is wrapped around all four sides: 20 points.
2. Architectural detailing is wrapped around both side facades of a building, but not on the rear façade: 15 points.

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



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



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

13. Historic Preservation

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

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

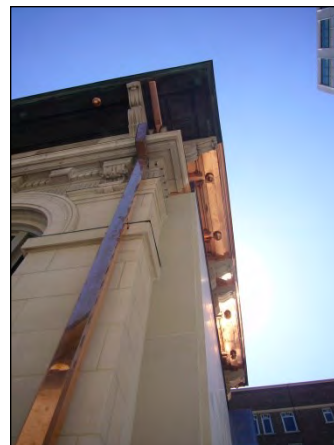
A. Projects that preserve, rehabilitate, restore, reuse a historic property or new construction that contributes to the character of a historic property or district shall have the following points added to the development score:

1. Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site: 40 points.
2. Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director: 20 points.
3. Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020: 5 points.
4. Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34. 50 points

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



The life of historic buildings can be prolonged by regular maintenance and finding new uses to occupy the space.



Every effort should be made to preserve historic buildings. This picture shows the preservation of a historic structure where damaged or missing historic materials have been replaced with matching materials.

14. Building Materials

Exterior building materials should consist of durable, high quality materials that are easy to maintain. Durable, high quality materials include brick, stone, architectural cast or pre-cast concrete, cast stone, colored split or ground face concrete masonry units, and terra-cotta. The Zoning Administrator may approve other similar materials if they are durable, can hold up to the local climate, and are warranted for a period longer than 50 years. Exterior, insulated finishing systems are not eligible for points from this guideline. Materials should be compatible with the architecture of the building.

Projects that incorporate high quality, durable and low maintenance building materials shall have the following points added to its development score:

1. At least 75% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above: 20 points.
2. At least 65% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above: 15 points.

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



High quality and durable buildings are encouraged.



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



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

15. Corner Buildings

Buildings on corner lots should be oriented to the corner and public streets. Corner entrances are encouraged. Corner buildings should have taller portions of the building and a high level of architectural design or detail.

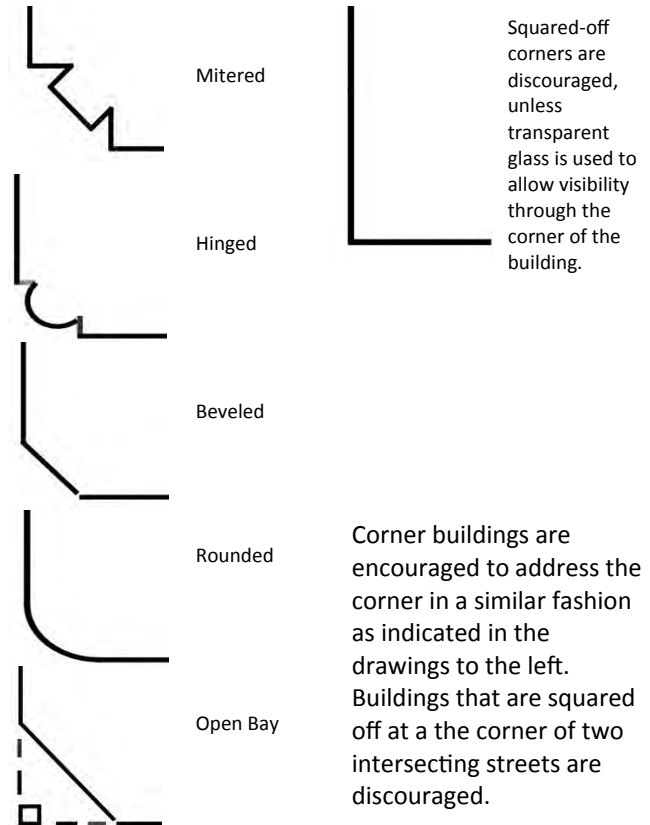


This building includes a building entrance on the corner.

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

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

This guideline applies to the Core and Transition Area.



This building uses a rounded corner to address the intersection.

16. Rooftop Design and Use

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

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

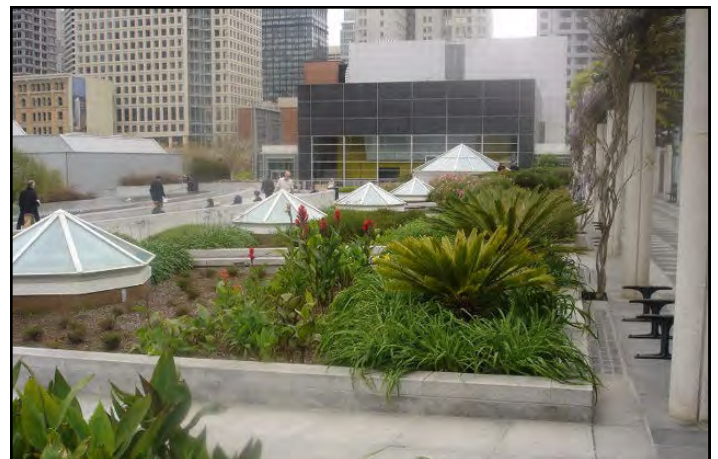
1. A rooftop of a building is used as a common space for the building occupants. 6 points.
2. A roof includes at least one of the following design features: 5 points
 - Two or more sloping planes that are visible from a public street.
 - An arched or barrel vaulted design.
 - A distinguishable cornice or parapet.
 - Overhangs that are a minimum of 12 inches in depth to create a shadow line.

This Guideline applies to the Core and Transition Area.



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

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



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

17. Eyes on the Street and Public Spaces

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

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

1. Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 6 feet and include at least 30 square feet of space: 15 points.

This guideline applies to the Core Area and Transition Area.



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



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



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

18. Lighting

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

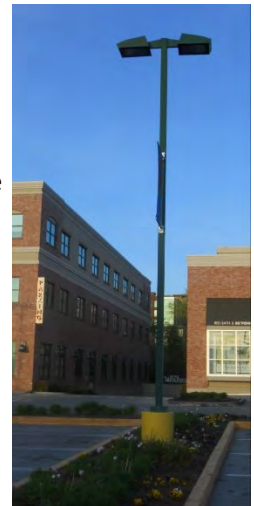
A. A project that includes a lighting plan that accomplishes at least one of the following: 6 points.

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

This guideline applies to the Core and Transition Area.



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



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



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



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

19. Signs

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

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

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



Monument signs are acceptable, but they should be located in locations where they do not block the visibility at streets and driveways.

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



Signs that are perpendicular to the street facing façade are preferred. Such signs could include interesting mounting brackets, unique lighting and be integrated into the design of the building.



Awning signs should complement the architecture of the building and when placed over a building entrance, can provide temporary shelter for visitors as they enter the building.

Public Spaces Guidelines

Public spaces are important elements of a successful transit oriented neighborhood. Public spaces provide places for people to gather, to view public life, to relax and to play. In urban settings, public spaces provide nodes of activity and increase the number of people using the street and sidewalk. Successful public spaces are inviting and create a sense of safety. New development and redevelopment projects are encouraged to:

- Include open spaces that are accessible to building occupants and the public when feasible;
- Include pedestrian-oriented amenities to invite people into the space; and
- Incorporate public art into the design of the space.

20. Public Spaces and Plazas

Active, safe and inviting open spaces are encouraged in all development. Open space that complements the building and site, or enhance the public realm are desired. Public spaces and plazas are required to include useable space that may include outdoor dining, terraces, courtyards, playgrounds, community gardens, and patios. This guideline applies to those projects that include more open space than what is required by the zoning ordinance.

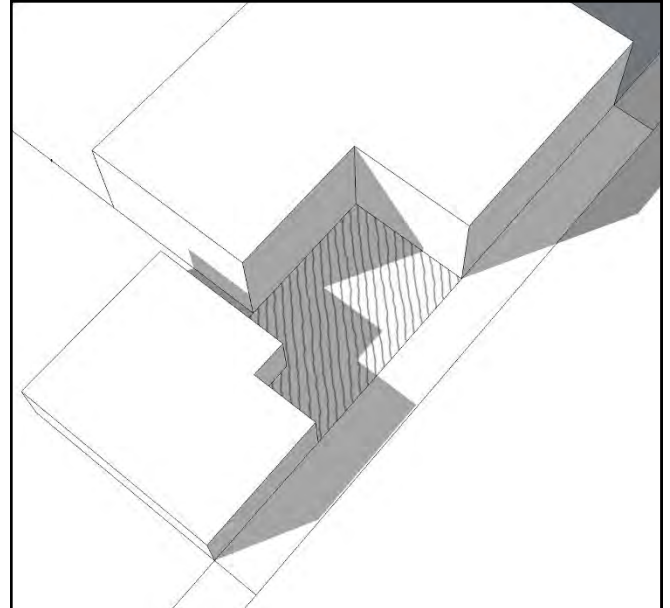
A. Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way, shall have the following number of points added:

1. A project includes a minimum of 15% of the total lot area: 15 points.
2. A project includes a minimum of 10% of the total lot area: 10 points.
3. A project includes a minimum of 5% of the total lot area: 5 points.
4. A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable: 3 points.

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



Active open spaces should be designed to be safe and inviting. This plaza is an example of a small scale plaza that is similarly scaled to the smaller buildings adjacent to it.



This model shows a plaza adjacent to a sidewalk. The buildings frame the plaza, allow visibility into the space from the sidewalk and the adjacent buildings and could contain a number of active uses, such as outdoor dining or vending carts.



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

21. Streetscape Amenities

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

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

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

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



Public amenities can include tables, flower planters, trash cans, benches, and drinking fountains.



22. Public Artwork

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

A. Projects that include public art in a location where it is readily visible from a public space: 2 points per art piece, up to a maximum of 6 points.

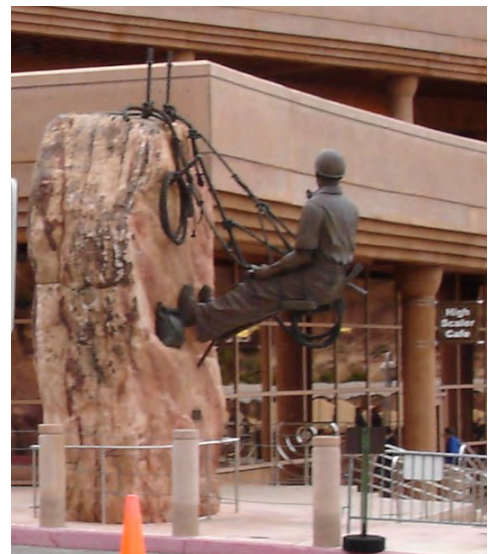
This guideline applies to the Core and Transition Area.



Art work should be incorporated into the context of the site where it is located. The function of space, the relationship to public spaces, and the context of the physical environment should be considered when placing artwork.



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



Incorporating art work into a project is encouraged.

Circulation Guidelines

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

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

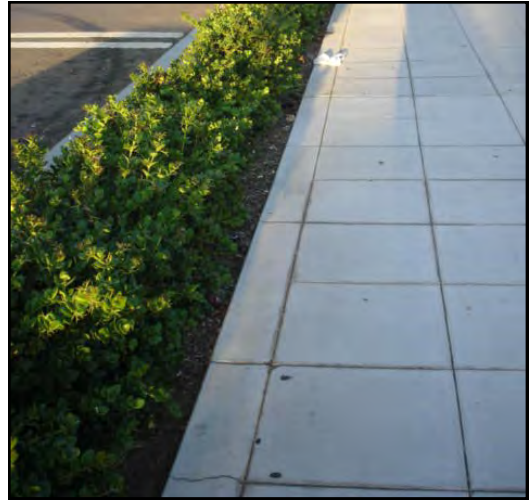
23. Connections and Walkways

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

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

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

This guideline applies to the Core and Transition Area.



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



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



Walkways can connect development to open spaces.

24. Bicycle Amenities

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

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

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

This guideline applies to the Core and Transition Area.



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

Bicycle Amenities	
Covered, secured bicycle parking	<u>Secure, indoor bicycle storage</u> for residents in multi-family buildings
Changing rooms	Lockers
Showers	Bicycle sharing programs.



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



Bicycle parking can also serve as public art.

25. Access to Transit

New development is encouraged to be located within walking distance to a transit station. The closer a development is to the station the more likely transit ridership from that development will increase. This incentive applies to any TRAX or Frontrunner station platform or any bus stop where three or more separate bus routes come together.

A. A project located within close proximity to a transit station shall have the following number of points added to the development score

- 1. Within 300 feet, measured along the most direct, legal walking path: 15 points
- 2. Within 750 feet, measured along the most direct, legal walking path: 10 points.
- 3. Within 1500 feet, measured along the most direct, legal walking path: 5 points.

B. Multi-family residential development provides transit passes to residents through the City's transit pass program for a minimum period of three years from development's initial occupancy. Passes shall be available for free to residents at request. One pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required: 20 points

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

This guideline applies to the Core and Transition Area.

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



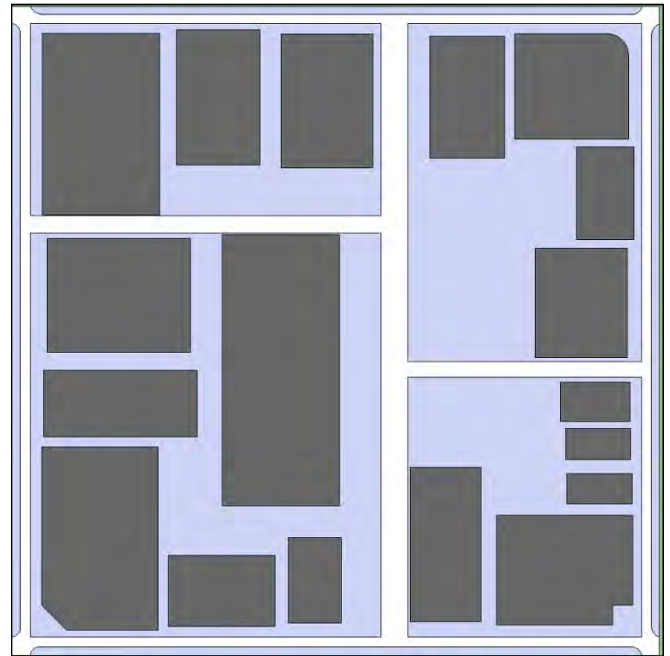
26. Public walkways interior to the block

Projects that improve the overall circulation and connectivity of a station area are encouraged. Providing walkways through a development improves how people move around and helps to break up the large blocks in the City. Walkways can be designed to be used for people walking, biking or if designed right, shared spaces with cars.

A. A development that includes public walkways through the interior of blocks that meets the qualifications below shall have the following points added to the development score:

1. The project includes a narrow street or alley through the project that accommodates people walking, biking and driving. 30 points
2. The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties: 20 points.

This guideline applies to the Core and Transition Area.



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



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



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

Parking Guidelines

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

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

27. Parking Structure Design

Parking structures have the potential to negatively impact the character of an area. This impact can be reduced if the parking structure is designed in a way that reduces the visual impact.

A. Parking structures that meet all of the following items: 25 points

1. The parking structure is wrapped on all street facing facades with habitable space
2. 100% of a façade where the parking structure is visible from a public space is wrapped in durable materials indicated in the building materials guideline. Where parking structures are not visible from a public space, at least 50% of the structure is wrapped in durable materials.
3. For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify.

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



The parking structure in the foreground is designed with a rhythm of openings and building materials that complement the building. This parking structure is wrapped with office space adjacent to the street. The parking structure in the background does not reflect the desired design concepts.



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



28. Alternative Vehicle Parking

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

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

1. Parking for alternative fuel vehicles, scooters, mopeds, motorcycles, or other similar vehicle is provided at a rate equal to 7% of the total number of spaces provided for automobiles: 5 points.
2. A project includes dedicated parking stalls/equipment for a car sharing program: 3 points.
3. A project includes a charging station for electric vehicles:
 - Level 1 station: 2 points per stall, max. of 6 points.
 - Level 2 station: 3 points per stall, max of 9
 - Level 3 station: 4 points per stall, max of 12

This guideline applies to the Core and Transition Area. Items 1 and 2 cannot be used together.



This grocery store provides dedicated parking and charging stations for electric vehicles.



Dedicated parking for alternative fuel vehicles.



If provided, motorcycle and scooter parking is in addition to the minimum parking requirement in the Transit Station Area Zoning District. The motorcycle and scooter parking shall not count towards the maximum parking requirement.

29. Parking Ratio

Providing off street parking in structures, either below or above grade, allows for a compact development pattern and a better use of the land in a station area. The use of structured parking is encouraged.

A. Projects that provide parking ratios as indicated below:

1. Residential developments with a parking ratio less than 1 stall per unit: 25 points.
2. Residential development with a parking ratio less than 1.25 stall per unit: 15 points.
3. Non residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet: 20 points.

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

F. Transit Station Area Development Guideline Checklist and Revisions

Transit Station Area (TSA) Development Guideline Existing Checklist and Proposed Revisions

August 18th, 2016 Draft

Refer to the [Transit Station Area Development Guidelines](#) for more information on each Guideline

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
Land Use	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	No Change			
		More than 30 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 2 or more.	15	No Change			
		More than 20 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	10	No Change			
	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	No Change			
		More than 20 dwelling units per acre; Buildings that are up to 70% of the allowable building height; or Buildings with a floor to lot area ratio of 1.5 or more.	8	No Change			
		More than 15 dwelling units per acre; Buildings that are at least 60% of the allowable building height; or Buildings with a floor to lot area ratio of 1 or more.	5	Clarified 60% of building height in development guideline document to match existing checklist	No change	No change	
	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	Increased points, change to street facing space rather than entire ground floor	Mixed Use: If the ground floor of a building is designed for retail, restaurant, or other use other than residential on the ground floor. The guideline applies to street facing habitable space only and not the entire ground floor area. The following points shall be added to the development score:	100%	20
		At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	8	Increased points, change to street facing space rather than entire ground floor		75-99%	15
		At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above.	6	Increased points, change to street facing space rather than entire ground floor		50-74%	10

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		A project that includes at least two uses that are different than existing uses on adjacent properties.	6	No Change			
	Mixed Income Housing: A project that includes affordable housing available to those with 80% less of the median household income of the City for sale or lease	33% or more of the total dwelling units.	30	Increase point allocation	No Change	No Change	40
		20% or more of the total dwelling units.	15	Increase point allocation		No Change	30
		10% or more of the total dwelling units.	10	Increase point allocation		No Change	20
				New standard for 60% and below AMI affordable	Mixed Income Housing: A project that includes affordable housing available to those with 60% or less of the median household income of the City for sale or lease shall have the following number of points added to the development score:	33% or more of the total dwelling units.	50
				New standard for 60% and below AMI affordable		20% or more of the total dwelling units.	40
				New standard for 60% and below AMI affordable		10% or more of the total dwelling units.	30
	Accessible Dwelling Units: A project which includes dwelling units designed as ADA accessible	33% or more of the total dwelling units.	8	No Change			
		15% or more of the total dwelling units	5	No Change			
		10% or more of the total dwelling units.	3	No Change			
	Community Serving Uses: Refer to the Transit Station Area Development Guidelines for qualifying uses.	A minimum of 1500 square feet.	15	No Change			
		A minimum of 1000 square feet	10	No Change			
		A minimum of 500 Square feet	5	No Change			
	Redevelopment of Surface Parking Lots.	50% or more of the existing surface parking lot is covered by new buildings.	15	No Change			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value	
		35% or more of the existing surface parking lot is covered by new buildings.	10	No Change				
		25% or more of the existing surface parking lot is covered by new buildings.	5	No Change				
	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	No Change			
			A project that includes replacing a nonconforming use with a use that is allowed in the TSA zoning district.	5	No Change			
	Removal of Billboards		An existing billboard is legally removed by the developer as part of a redevelopment project.	10	No Change			
Building and Site Design	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	Removed, Redundant as Energy Efficiency points cover this	Removed	Removed	
			The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City.	10	No Change			
			The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline.	5	No Change			
	Green Building: based on the ICC National Green Building Standard		Emerald	50	Change from ICC to LEED green building program certification, ICC not as well known or used. Points unchanged.	Green Building: based on the LEED green building program	Platinum	50
			Gold	40			Gold	40
			Silver	20			Silver	30
	Energy Efficiency		The project is capable of producing 100% of its power through renewable sources as documented by a licensed engineer.	50	Changed to account for off-site solar	Energy Efficiency: Projects that incorporate energy efficiency into the design of the project shall have the following points added to the development score:	The project is certified as having 100% of its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 50 points.	50

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		The project is capable of producing 50% of its power through renewable sources as documented by a qualified, licensed engineer.	25	Changed to account for off-site solar		The project is certified as having 50% its energy needs served by renewable power either from on or off-site sources. If development relies on off-site power, documentation must be provided showing at least 20 year commitment to power source: 25 points.	25
		The project is capable of producing 25% of its power through renewable sources as documented by a qualified, licensed engineer.	10	Changed to Solar array points		Solar array: 10 points for every 500 square feet of solar panels. Maximum 20 points.	10
		The project is capable of producing 10% of its power through renewable sources as documented by a qualified, licensed engineer	5	Changed to Geo-thermal points		Geothermal heating and cooling systems: 10 points.	10
		The project is designed with passive, energy efficient features that are capable of reducing the energy needs of the building by at least 25%.	5	Changed to not require specific energy off-set		The project is designed with passive, energy efficient features that include awnings or solar shades over all windows, or other similar passive energy saving features.	5
360 Degree Architecture		Architectural detailing is wrapped around all four sides.	20	Changes to qualifying criteria to require specific elements, see Guideline document, no change to points			
		Architectural detailing is wrapped around both side facades of a building, but not on the rear façade.	15	Changes to qualifying criteria to require specific elements, see Guideline document, no change to points			
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	No Change			
		National Register: State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits.	20	No Change			
		Projects that are adjacent to a local or national designated property that are compatible with the historic property through building mass and bulk, setbacks and design features as determined by the Planning Director	20	No Change			
		Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020.	5	No Change			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
		Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.	50	No Change			
	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	Change to 75% clad in durable materials, increased points to encourage use		At least 75% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above	20
		Other than glazing, doors and trim materials, projects that have a minimum of 50% of the street facing façade clad in durable, high quality building materials as listed in the Transit Station Area Development Guidelines.	10	Change to 65% clad in durable materials, increased points to encourage use		At least 65% of the street facing facades are clad in durable materials, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above:	15
	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	No Change			
		A corner building is designed with a visual emphasis placed on the corner to make the building more prominent. This may include additional height, a change in material, or change in architectural detail.	10	Removed.			
	Rooftop Design and Use	A rooftop of a building is used as a common space for the building occupants.	6	No Change			
		A roof includes at least one of the following design features: 5 points Two or more sloping planes if the roof is pitched; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs significant enough to create a shadow line; Variations in height of parapets of at least 2 feet.	5	Revised sloping plans requirement and added overhang depth. No change in points.		A roof includes at least one of the following design features: 5 points Two or more sloping planes visible from a public street; An arched or barrel vaulted design; A distinguishable cornice or parapet; Overhangs that are a minimum of 12 inches in depth to create a shadow line;	5

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	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	Add minimum depth for balconies of 6 feet, with 30 sq ft of space		Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space. Balconies need to have a minimum depth of 6 feet and include at least 30 square feet of space	15
	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	No Change			
	Signs	A sign that is mounted perpendicular to the primary building façade and oriented to the pedestrian (projecting business storefront sign).	2	No Change			
		An awning or canopy sign that is integrated into the design of the building.	2	No Change			
		A monument sign that is integrated into the site and compatible with the building architecture.	2	No Change			
	Public Spaces	Public Spaces and Plazas	A project includes a minimum of 15% of the total lot area.	15	No Change		
A project includes a minimum of 10% of the total lot area.			10	No Change			
A project includes a minimum of 5% of the total lot area.			5	No Change			
A public space, regardless of size, that is located near a transit station and includes seating, art, protection from the elements or other feature intended to activate the space or make it comfortable (must be within 330 feet of transit station).			3	No Change			
Streetscape Amenities		At least 4 street furnishings	3	No Change			
		At least 3 street furnishings	2	No Change			
		At least 2 street furnishings	1	No Change			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	Public Artwork	At least 1% of the project budget is dedicated to public art.	8	Changed to 2 points per art piece, up to a 6 pt maximum		Projects that include public art in a location where it is readily visible from a public space	2 points per art piece, up to a maximum of 6 points.
		At least 0.5% of the project budget is dedicated to public art.	4	Removed			
		A major piece of art work is incorporated into the project and is visible from a public space.	2	Removed			
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	No Change			
		Projects that include a minimum six foot wide ADA accessible sidewalk from private property to public open spaces.	4	No Change			
	Bicycle Amenities	The project includes lockers, changing rooms for cyclists and showers.	6	No Change			
		The project includes any bicycle amenity identified in the Bicycle Amenity section of the Transit Station Area Development Guidelines.	3	No Change			
		The project incorporates art into the design of the bicycle amenity.	3	No Change			
	Access to Transit	The project is located within 750 feet, measured along the most direct, legal walking path.	8	No Change			
		The project is located within 1500 feet, measured along the most direct legal walking path.	4	No Change			
				Add points for participation in City's transit pass program for multi-family residential development.		Multi-family residential development provides transit passes to residents through the City's transit pass program for a minimum period of three years from development's initial occupancy. Passes shall be available for free to residents at request. One pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required.	20

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	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	Reduced required width of walkway, and increased points available.	Projects that improve the overall circulation and connectivity of a station area are encouraged. Providing walkways through a development improves how people move around and helps to break up the large blocks in the City. Walkways can be designed to be used for people walking, biking or if designed right, shared spaces with cars.	The project includes a walkway accessible to the public that is a minimum of 10 feet wide that connects through the property to a public space, such as park, trail or street or similar area and allows for the walkway to be continued on adjacent properties	30
				Add points for including street or alley in project.		The project includes a narrow street or alley through the project that accommodates people walking, biking and driving.	20
Parking (see the Transit Station Area Development Guidelines 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	Changed to parking structure design, reduced points available		Parking structures that meet all of the following items: 1. The parking structure is wrapped on all street facing facades with habitable space. 2. 100% of a façade where the parking structure is visible from a public space is wrapped in durable materials indicated in the building materials guideline. Where parking structures are not visible from a public space, at least 50% of the structure is wrapped in durable materials. 3. For below grade parking structures, there is no visible evidence of the parking garage other than the parking entrance. The ground floor uses must have entrances at grade, without the use of ramps, to qualify.	25
		75% of the parking is in above grade structure or 50% in a below grade structure.	40	Removed			
		50% of the parking is in above grade structure or 25% in a below grade structure.	20	Removed			
	Shared Parking	At least 50% of the parking is shared with other uses, whether on or off site.	15	Removed.			
		At least 40% of the parking is shared with other uses, whether on or off site.	12	Removed			
		At least 25% of the parking is shared with other uses, whether on or off site.	8	Removed			

Category	Guideline (Current)	Description (Current)	Value (Current)	Proposed Change	Revised/New Guideline	Revised/New Description	Revised Value
	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	Changed to requirement for certain levels of charging equipment. Increased points.		A project includes a charging station for electric vehicles:	Level 1 station: 2 points per stall, max. of 6 points. Level 2 station: 3 points per stall, max of 9 Level 3 station: 4 points per stall, max of 12
				New Parking Ratio Category and Points	Parking Ratios: Providing off street parking in structures, either below or above grade, allows for a compact development pattern and a better use of the land in a station area. The use of structured parking is encouraged.	Residential developments with a parking ratio less than 1 stall per unit:	25
			New Parking Ratio Category and Points	Residential development with a parking ratio less than 1.25 stall per unit		15	
			New Parking Ratio Category and Points	Non-residential developments with a parking ratio less than 2 stalls per 1,000 gross square feet: 20 points.		20	
Approval Process:							
	Planning Commission Review Required	0-49 points			Planning Commission Review Required	0-124 points	
	Administrative Hearing Required	50-99 points		Removed Admin Hearing Process	Removed Admin Hearing Process	Removed Admin Hearing Process	
	Administrative Review	100 or more points			Administrative Review Required	125 or more points	

G. Open City Hall Public Comment Summary

Summary of Open City Hall Comments Received by 8/17/2016

Includes registered (on-forum) and unregistered (off-forum) users of Open City Hall.

New developments in the TSA zoning district do not require notice to the neighbors unless the proposal needs Planning Commission approval. Should a notice be sent to neighbors letting them know of a proposed project, even if the project does not need Planning Commission approval?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	78.2%	93
No	<input type="checkbox"/>	20.2%	24
Other	<input type="checkbox"/>	1.7%	2

The TSA zoning district requires all new buildings to be set back a minimum of 15 feet from the sidewalk along 400 South. Should buildings be allowed to be located closer to the sidewalk?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	51.3%	61
No	<input type="checkbox"/>	41.2%	49
Other	<input type="checkbox"/>	7.6%	9

The size of buildings in the TSA zone is regulated by building height and setbacks. Should the size of buildings be limited in other ways, such as limiting the width of the building along the street or requiring that some portions of the building be set back further from the street?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	57.3%	67
No	<input type="checkbox"/>	29.9%	35
Other	<input type="checkbox"/>	12.8%	15

Should the TSA zoning district require ground floor commercial uses, such as: shops, restaurants, and cafes along major streets like 400 South and North Temple?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	80.8%	97
No	<input type="checkbox"/>	10.0%	12
Other	<input type="checkbox"/>	9.2%	11

How can the City incentivize affordable housing in the TSA zoning district?

Answered

68

Skipped

54

[Hide Word Cloud](#)

Affordable housing low income need more out projects Tax incent

ives allowing building property Also ALL usedground people them make residents could new hei
ght units provide like from increase rent They being developers Allow unit parking retailspac
e percentage project some cost community than apartments include require t build developments

Affordable housing is needed, but different areas have different conditions. North Temple and the surrounding neighborhoods are already saturated with low income, transitional and affordable housing and we need more market rate housing to balance out the neighborhood. I believe that negative points should be awarded for projects with above 30% affordable housing.

Tax incentives, allowing both affordable and market rate housing in the same building

Stop raising property taxes with no control whatsoever. Also, there is no continuity when it comes to property tax. We MUST pass a Prop 13 type of law so that in the future ALL business and homes, condos can afford to live in SLC. The injustice of the property tax is completely out of hand. IF you fix this issue, there WILL be more

affordable housing and other business' can and will know what to expect. As it stands, we are at the "mercy" of the Assessor with absolutely no oversight.

By incorporating the businesses used at the ground floor with the needs of the people in the housing area, as opposed to making them high end cafes and clothing shops, make them more in line with the needs of the housing residents.

I am very disappointed that buildings have been built on 4th south without ground floor commercial use. there have been many lost opportunities that we will not get back for 20-30 years.

I'm not sure what sort of incentives could work...all I can think of is tax breaks/monetary incentives.

All new housing should be optimized for energy efficiency, including rooftop solar. Energy efficient homes are more affordable for their residents, as their utility costs are lower. Plus it's the right thing to do! City could subsidize builders for the green energy aspects.

Perhaps the only housing allowed at street level could be affordable housing. Or height and setback restrictions could be more lenient if a certain number of affordable units were included.

Offer property tax credits to organizations or businesses that provide affordable housing.

1) Reduce the tax burden in the zoning district to attract builders, retailers and more home owners.

2) Move or offer Incentives for large polluters (such as Medical Waste facilities or heavy industrial collectives like refineries) to move from the rural zones this would attract more private ownership.

3) Elevate Trax, this will reduce pollution by; a) decreasing traffic congestion, b)decrease fatalities by isolating pedestrian traffic and mass transit. c) Finally this change in trax will increase efficiency of the transit system saving money on power consumption, through fewer stops and starts for vehicle traffic stops.

financial incentives to property owners to rent or sell to people who fall under a certain income level.

They've made strides on 400s w/ several new apts being built. I've yet seen a HUD structure even proposed for the N Temple zone yet. But I think it would be beneficial.

Provide developers with tax breaks. Allow more height for more affordability. Create rent control districts. Make sure a mix of income levels is maintained. Look at examples from other cities that have been successful. Also, I am not really sure why this question is being asked of the general public, since it requires specialized knowledge. Maybe phrase it differently if you are trying to understand what the public will be comfortable with allowing in exchange for more affordability.

Tax Increment financing, tax incentives (like LIHTC), fewer regulations/restrictions (allow more market housing units per affordable unit -- allow higher density; leniency on height or setbacks per affordable unit; allow more above ground or surface parking per affordable unit; lower impact fees; etc.).

SLC desperately needs more opportunities for young adults to purchase their first property. 400s has great potential for live/work units where the ground floor level can be used for retail/commercial to encourage walk-ability while the top unit can be used as the living space. This allows owners an engagement in growing the local economy because they have a financial interest in maximizing the potential of the retail/commercial space. Broadway Park Lofts attempted something like this with their 400sq ft studios, but they lack street level access. A 500-700 sq ft studio with 300-500 sq ft of retail underneath at ground level could be sold for \$200-\$250 per sq ft for the developer and give local residents a pathway into the local economy by owning their own retail space that they can develop or rent to a tenant.

Allow greater height in exchange for a percentage of affordable housing, and/or tax incentives. However, I think there should be a cap on maximum percentage of affordable housing in a project as well, 50% at most, but maybe 30-40% would be even better. Allowing massive projects that consist entirely of affordable housing will change them from being "a project" to being "the projects".

Tax credits and subsidies

Probably by allowing some greater height to make the cost worthwhile to developers.

I had no idea there was 'affordable' housing in these areas. Advertise it.

tax credits

By REQUIRING developers to provide affordable housing units as a condition of granting of a building permit.

Scale. Housing units need to contain a certain number of units to be profitable. The cost per unit drops as the number of units increases. Allowing larger (taller) buildings would enable developers to offer more affordable housing.

It could be really useful to select several of the stations and develop station area plans that 1) identify existing and future conditions of each station 2) cultivate a community vision specific to each station and 3) provides developers with strategic resources that are unique to each station. The latter of these three could involve the redevelopment agency and their ability to provide joint venture opportunities and financial incentives that relate to specific properties.

<http://www.reconnectingamerica.org/assets/Uploads/tod202.pdf>

I'm sure that UTA would be more than happy to assist you with this (wink)

Good question. How can you "incentivize" any affordable housing in this city? Sugar House is a disaster. You should probably not approve building permits unless you have guarantees of affordable housing built in to the application process. Why should you have to incentivize anyone? You are turning our city in the the next San Francisco. You are pushing out the diversity of residents in favor of high end housing and shopping. I wonder if that can be sustainable over the long term. Probably not.

Make a percentage of affordable housing a condition of project approval.

Increased FAR/Height for buildings that allow for integration of mixed rental costs. i.e.: is it affordable for someone anyone at any income scale?

Remove blighted properties such as Gateway motel and All star motel , and the Hostel on 800 westthey are creating pockets of drug dealing use prostitution and other crime.

Offer sustainable options like subsidized solar.

I hope by affordable housing we mean more than low rents. The west side should not be allowed to become a strictly for rent area. Our community deserves to have long term residents who can own their condominium not just rent apartments.

Eliminate mandatory minimum parking, encourage density and smart design to maximize square footage, and streamline the process so developers have to do more work not to include affordable housing

Set aside a certain percent of units at below market rates.

require at least 10% of the apartments to be used for low income, homelessness, etc.

You can give the people who are forced to live with the "affordable" housing a tax break, or some kind of landscaping incentive to improve the neighborhood, so that it doesn't look like a slum. It also would be nice to build luxury apartments/condos to offset all of the affordable housing being built to keep the neighborhoods balanced vs. just turning the west side/4th south into a ghetto.

Extend the radius from 1/2 a mile to a mile; projects falling w/in that mile zone should have the permitting fee reduced from 10% of cost and labor to 3% of cost and labor. The 7% reduction will highly incentive newer, better, & more livable space within SLC.

Other than those incentives already offered, I have no ideas at this time.

Dont we already have too many new housing developments?... Maybe incorporating town houses where families and couples can buy their own city dwelling and be a part of a community, not another apartment complex that keeps everyone shut inside the building.. TOWN HOUSES!

Require a minimum percentage of low and mid-income housing as part of the project. If the developers won't touch it - let them go - they're the wrong people to be building in our community anyway. Most of them are in it for nothing more than next quarter's profits. We need community builders that are looking to include ALL of us - not just their pocketbooks.

For one, it could be a requirement. If someone wants to build in our city, they should go by city rules otherwise we don't want them. The developers could also get a tax incentive for having affordable housing, green building, and retail space, amongst other things.

Require it.

It shouldn't. Why is the city subsidizing (which means current residents get to pay for it) housing for a portion of the population through private housing construction? I'm tired of subsidizing employers that can't or won't pay their employees enough to cover basic needs.

Mixed housing development with a variety of amenities within walkable/bikeable distance

Property tax breaks for developers that include a minimum percentage of affordable housing.

If we continue to allow new developments in our city to charge such height rent or prices for condo living, we will push natural Utah residents out of Utah. Most of these developments are being consumed by people from out of state and even out of country paid for by the corporations that house them here. As Utahns, we should strive to keep these developments priced in a range that our family, friends and fellow Utahns can afford.

Perhaps, instead of offering tax breaks to these already wealthy developer, we could require that the price of rent or mortgage be consistent with that of something a typical Utahn could afford on a typical Utah salary....

Allow for additional height and units. We need more height anyway. Height has fewer negative impacts than building length. Also, Maybe the city can use impact fees to designate affordable units.

Make affordable housing minimums part of approval for the development

Lower impact fees and taxes if a building has ground floor retail and affordable units.

Keep it clean. Affordable housing always resonates with low income housing. In all the places I have ever see either they always end up dirty covered in graffiti and have a lot of drug use.

Lower parking ratios; TRAX makes it possible for a two bedroom household to own one car.

Require minimum heights set to the current maximum zoning heights. provide waivers to go under the height with at least 20% of units being affordable.

Additionally, add flexibility to parking requirements, materials and such based on the percentage of affordable housing.

Perhaps making less hoops for developers to jump through if they are providing affordable housing.

Allowing for more height.

additional height for more affordable units? additional parking?

It seems like the easiest thing to do is to allow developers to build some extra housing instead of building car parking.

-- Design "bicycle apartments" that come with bike storage space (not car parking)

--Build some apartments with parking variance so that space is used for human dwelling, not for cars

--Allow developers to build some very small efficiency apartments with no car parking

--A program to include transit passes with rent for low income tenants (instead of building car parking)

Try underground parking. Require all new housing to be energy efficient. Require recycling bins. Include some landscaping that looks nice.

Provide a reduction in parking requirements or a density bonus for developments that include affordable housing

I think that the west side has plenty of affordable housing and anything on north temple to be at market value housing.

There is enough affordable housing on the west side.

Fast track affordable housing through the planning process.

I am uneducated on the myriad of options that are currently employed or that could be employed. I think this question seems like it could be a senior thesis in urban planning and policy administration, and I am curious about what knowledgeable people will offer as ideas.

Ultimately, developers are looking for financial incentives. And for a project to be viable they must demonstrate to lenders they can meet the various requirements. Providing incentives to help developers achieve these goals is critical. Also matching the right incentive with the community (not all communities within the TSA are the same).

Density bonus for affordable housing, land subsidies

One big obstacle to affordable housing is that banks refuse to finance projects unless the developer includes an abundance of parking. The cost of the unnecessary parking gets passed on to renters, which makes leads to unaffordability. If the City were able to arrange financing for developers from a lender not requiring unnecessary parking, it would go a long way to increase the stock of affordable housing.

One big obstacle to affordable housing is that banks require an abundance of parking in order to provide financing for a project regardless of whether the parking is even necessary. The cost of the unnecessary parking gets passed on to renters, making the housing less affordable. If the City could arrange financing for projects, which doesn't require the developer to build unnecessary parking, it would go a long way to increase the stock of affordable housing in Salt Lake City.

Commission Approval of the design of new developments should not be sacrificed to increase affordable housing; we need better designs on 400 S and North Temple. Stronger tax incentives should be used to increase the amount of affordable housing. I believe height is beneficial in the TSA zoning district so perhaps increasing the amount of affordable units should increase the maximum height these developers could approach. This would insure that developers would still be receiving the profits they need to make the project financially attainable while also increasing the height of buildings in an area with extremely wide, un-walkable streets.

Carrot and stick. Taxes and low cost variances that accomplish the intended original purpose.

I strongly urge the city to pursue adding inclusionary zoning in the 400 south district, or to waive parking minimums for developers including more than 60% affordable or low-income units. Parking minimums greatly increase the costs of development (<http://www.uctc.net/research/papers/351.pdf>) If these minimums were waived for projects in close proximity to transit, developers could use the money saved in order to provide more affordable housing.

Allow for additional height or unit numbers and allow for lower parking to resident rates

Requirements for a certain percentage of affordable units and also incentives to increase those percentages.

Are there other design standards that should be included?

Answered

74

Skipped

48

[Hide Word Cloud](#)

retail first floor long they don't think so put issues out way public new Walkability between buildings Signs nice S see beautiful from street level like width required avoid huge also height too along parking lighting space requirements what behind windows into garages glass all engagement could points front Look design standards More feel than main encourage been building materials stucco landscaping surrounding structures suburban style over etc designed last only original years large developments areas North developers other Another pedestrian much development parks up top people looking well energy trees amenities 50 including equipment was LEED access possible sidewalk uses small square beige get some architecture green take care cheap cement end downtown ground garage doorboxes quality being better used location area transit Bike less Limit Apartments 400 far brick use colors EIFS

Strongly recommend retail options on the first floor.

As long as they are safe and structurally sound, I don't think so.

Always put these issues out to vote and/or notify anyone who will potentially be effected by the wild west way of informing the public of new issues or, proposed issues. Where is the transparency and how can we, as the public really have a proper say?

Walkability between buildings. Signs.

Rooftop seating/gardens are nice, as it's hard to see our beautiful mountains from street level.

I like the idea that after a certain width, a change in setback would be required to avoid huge expanses of similar edifice. I also wonder if height restrictions reduce

the incentive to put shops underneath because shops like nice high ceilings too (along with patios and parking).

Signs should be standardized.

Mainly lighting and considerations on space for bus zones.

Yes - existing TSA street level window requirements do not specify what needs to be behind the windows. This leads to windows opening into pedestal parking garages and into wall immediately behind the glass (not ideal at all) - faux street engagement. Point system could give significant extra points for either mid block walkways or subtract points for buildings exceeding a certain street front width.

Look at the urban design standards for Regent Street.

More variety at street level. Many of the current blocks feel like strip malls at street level rather than a vibrant, walkable, street like you might find on main street or in park city. Public art installation and murals should be encourage, like what has been done along 300s .

building materials on all floors are important.

No more stucco

landscaping

Consistency with surrounding structures and outlawing suburban style construction techniques (stucco over foam, plastic siding panels, etc.) as these are essentially temporary and designed to last only the life of the original enterprise, likely only 10-15 years.

I would like to see a requirement for public art for large developments.

Street connectivity seems to be something that could really benefit station areas effected by the TSA, especially along North Temple. Is there any way to encourage developers to contribute to the Capital Improvement Program, or other funding that is tied to infrastructural improvements? Another major circulation issue is the interconnectedness of pedestrian and bikeways.

Another concern is that, although much of the development includes open space, it's only accessible to the residents of the development . . . they're like private pocket parks. Ethics aside for a moment . . . to be walking on the street and see

nothing but budget landscape, then look up and see mere suggestions of a lush and beautiful space atop the podium, just makes the person on the street feel "lesser" . . . a have-not. This type of "roof top" greenery does nothing for the social equity of the street. It just provides a division between people looking down and people looking up.

Sustainable building materials and practices as well as alternative energy requirements.

What makes the city council qualified as architects and designers?

Lighting, safety

Public space, street furniture, trees, covered entry, pedestrian and bicycle amenities.

designs such as what happened with family dollar 900 west 50 North including display windows (that only house card board and unused store equipment)...was poorly designed.

They initially had promised electrical hook ups for cars that somehow did not happen.

LEED certification or other sustainability- focused standards.

ADA access should be made as seamless as possible and city should provide greenspace of three to four feet between the street and sidewalk integral to street lighting.

Minimize and hide parking garages (but not their entrances), mandate active street uses, incorporate small parks and plazas, avoid monolithic buildings (very wide or very square), and ban beige stucco forever

Let's get some diversity in architecture. Almost all of them look way too similar!

outdoor lighting

Yes, build up, not out, include green roofs/and garden areas for food.

25% deeply affordable units in residential multi-unit buildings.

Some new architecture. Get some originality SLC

Adequate lighting

I think retail, parks, walkways, or other publicly-shared amenities are an absolute must. Many of these buildings are closed-off fortresses. It reflects a suburban developer mentality of "I'll take care of mine - you take care of yours." But in the city - we all live together - and these dozen or so new mega-developments around town seem to reflect the cheap suburban isolationist mentality. Stucco, 2 stories cement / 4-5 stories of wood (cheapest possible combo for maximum square footage), beige, and no street-level interaction. If SLC is interested in the long-game - these developers are not serving in our communities interests. This has been probably one of my top 3 issues with the City the last few year. I have a stucco box development on the end of my Victorian dead-end street downtown - and it was a wet blanket on all of us.

Landscaping adjacent to sidewalk, Break big buildings up into smaller buildings. Sugar house building height is excessive.

Lighting should be regulated, on the ground level and exterior of the building. These developments can end up having a ton of light pollution if not watched. Parking garages should also have regulations for garage door setbacks, see thru doors maybe, mirrors and signage. I have seen too many bikes, pedestrians or animals nearly get run over from people launching out of a hidden garage not wanting the door to come down on their car or not even paying attention.

Yes. LEED and other green building certifications should be embedded.

There should be LEED standards and renewable energy implementations on all new structures.

Sorry, but to me a lot of the new buildings are pretty ugly. They should be more appealing rather than square beige boxes that cram as much development into small spaces for bucks. Some of the building quality being rented for more than 2200 is appalling and will fall apart within a short ten years. Street engagement, public green space and amenities, stronger better street trees as well as real care of existing landscapes/trees already established during the building process, materials used, color, impact (visual, noise, smell, etc.) as well as location of equipment (such as air conditioners on balconies, and screening of mechanical equipment on roof tops), building shapes with interest considering the context and surrounding area, real transit support with better access and supporting amenities, location of ingress and egress and their impacts, where all of the

meters are located, should be charming with artistic elements to the skyline..more than I have patience to write.

Higher quality building materials ought to be required along the main corridors, with no stucco allowed.

Bike access and parking, making sure every block is walkable (avoiding border vacuum effect of huge monolithic developments that make pedestrian access secondary and feel unwelcome)

Attractive, long-lasting materials that fit in character with original structures in the area.

Yes, of course. Our city is amazing and beautiful. Let's keep it that way. When a developer strives only to maximize person profit, rest assured that the development is not one the residents of this city would approve. It should be an honor to build something in this beautiful city, and maybe these developers should accept a little less personal monetary gain and instead be awarded with a sense of achievement knowing that they are doing amazing work for our city.

I'm not kidding.

I've noticed that many of the latest housing developments are already starting to crumble. Stucco and cement siding are not for us. The extreme swing in temps in Utah are too much for this type of exterior.

Local small business could thrive if we required city developments to purchase more than 50% of the building materials to be purchased locally. This could range from cement and rock to bath, lighting, windows and so much more. The possibilities of including our small business economy are endless.

Please prohibit white walls behind glass. A fake window is even worse than a parking garage. Locate parking garages in the back whenever possible and storefronts or lobbies in front. If a garage is necessary in front, please don't allow the walls-behind-glass loophole.

Limit building width. Encore Apartments on 400 E and Denver St. is far too wide and inactive.

Better facade materials. Stucco and vinyl will sell because they are new, but brick and wood are more charming now and into the future.

Quality materials, percentage of brick & stone to avoid things like stucco and cheap paneling.

Landscaping, street furniture and other bike/pee amenities

Fenestration requirements should be more specific. Windows into ground floor parking garages are ugly and absurd.

No blacked out windows going into parking garages on ground level.

Office or retail space at human scale on ground level.

More native landscape planting that uses less water. More education signs on how to use less water.

Keeping some green space. Don't take a large open area that has a little building and put in huge apartments that fill the whole the lot. We like the openness of north temple, that it doesn't feel like the main part of the city like downtown 400 S and 400 E does....

Balconies are nice to have. Stoops up to a door (brownstone style) with another door underneath the stoop (concealed) is a nice way to add a large number of doors without having it become overwhelming.

Stucco cannot exceed 30% of the entire building external surfaces (including those surfaces that face an above ground parking garage).

Waivers up to 50% for 25% affordable housing of total units.

Building materials should be further regulated. There is far too much cheap stucco being used on new residential buildings. Anything to encourage more original and unique design of buildings should be encouraged. Much of what has been constructed along the transit corridors over the last few years has been incredibly suburban and uninteresting.

landscaping, streetscaping, parking, accessibility by bike/peds

Walkability design standards:

<https://wfrcgis.maps.arcgis.com/apps/MapSeries/index.html?appid=7d1b1df5686c41b593d1e5ff5539d01a>

LEED Green building certification: <http://www.usgbc.org/>

energy efficiency

No.

No

Building materials & aesthetic. These new buildings are eyesores: they look cheap, poor mixes of materials and colors, and have killed the downtown commercial vibe.

Limit or eliminate the use of stucco.

Try to keep or add trees/greenery along public access points and sidewalks.

Considering cyclists and pedestrian traffic, including green spaces and areas for community gathering

Design standards should: require high quality construction materials, architecture and energy efficiency; prioritize walkability, active transportation, and transit use; allow for a mix of uses; provide interaction with the streetscape

na

No. The City should be more concerned about public safety issues than being architects.

I believe that the current aesthetic of apartments and condos in Salt Lake City (on and outside of these particular zones) is too uniform and cheap-looking, only to look dated and out of style in 10 years. Timeless materials like stone, brick, or other should be encouraged for a better-looking and more sustainable facade, without compromising the eco-friendliness or earthquake-readiness of the structure.

Benches/seating, streetlamps, trash cans?

Colors other than beige would be a welcome change. ;)

Colors other than beige would be welcomed. ;)

More transparency at the street level, more durable and articulated material required (limit EIFS) street trees and sidewalk engagement.

EIFS should not be used on any new developments. It's apparent that most new developments downtown are using the same cheap looking material. EIFS is prevalent in the suburbs not the city center. Perhaps landscaping can be included.

I appreciate that the usage of stucco is being addressed but I would go so far as to eliminate it entirely. Also, I think it was mentioned, but there should be a maximum height to width ratio so that these large compounds that are being built on 400 S no longer receive approval.

No

Color and hues of buildings, utility boxes, awnings, etc. Location and design of parking. Location and design of utility boxes and connections. Access and egress to include the affects of headlights, auto noise etc. and other environmental considerations. Affect of radiated heat and light from glass and other materials on surrounding facilities.

Create standards that enhance individuality between projects, so that not every apartment complex being built looks exactly the same.

Increase ground floor heights to a minimum. Example, 600 South Lofts lack pedestrian scale due to first floor heights. Instead of the first floor use of a development appearing as an after thought, it should be more important than the building's top floor. Also, limited square footage/building frontage. Can be designed as separate facades if needed but need paseos and plazas for variety and livability.

Is the design and location of parking garages an issue for you in the TSA zoning district?

		Response Percent	Response Count
Yes	<input type="checkbox"/>	61.9%	73
No	<input type="checkbox"/>	26.3%	31
Other	<input type="checkbox"/>	11.9%	14

How important are the following guidelines to you?

Including commercial uses (shops, restaurants, etc) on the ground floor with residential above

		Response Percent	Response Count
Very important	<input type="checkbox"/>	72.5%	87
Somewhat important	<input type="checkbox"/>	15.0%	18
Important	<input type="checkbox"/>	5.8%	7
Not important	<input type="checkbox"/>	5.8%	7

Including affordable housing units in the development

		Response Percent	Response Count
Very important	<input type="checkbox"/>	44.2%	53
Somewhat important	<input type="checkbox"/>	27.5%	33
Important	<input type="checkbox"/>	14.2%	17
Not important	<input type="checkbox"/>	14.2%	17

Using alternative energy sources, such as solar or geothermal power

		Response Percent	Response Count
Very important	<input type="checkbox"/>	55.0%	66
Somewhat important	<input type="checkbox"/>	24.2%	29
Important	<input type="checkbox"/>	15.8%	19
Not important	<input type="checkbox"/>	5.0%	6

Certifying the building for energy efficiency (LEED or other "green" building certification)

		Response Percent	Response Count
Very important	<input type="checkbox"/>	43.3%	52

		Response Percent	Response Count
Somewhat important	<input type="checkbox"/>	27.5%	33
Important	<input type="checkbox"/>	18.3%	22
Not important	<input type="checkbox"/>	10.8%	13

Incorporating high-quality building architecture and design

		Response Percent	Response Count
Very important	<input type="checkbox"/>	65.0%	78
Somewhat important	<input type="checkbox"/>	23.3%	28
Important	<input type="checkbox"/>	7.5%	9
Not important	<input type="checkbox"/>	4.2%	5

Providing walkways, narrow streets or alleys to break up large blocks

		Response Percent	Response Count
Very important	<input type="checkbox"/>	62.5%	75
Somewhat important	<input type="checkbox"/>	20.8%	25
Important	<input type="checkbox"/>	11.7%	14
Not important	<input type="checkbox"/>	3.3%	4

Reducing the amount of parking provided in the development

		Response Percent	Response Count
Very important	<input type="checkbox"/>	32.5%	39
Somewhat important	<input type="checkbox"/>	24.2%	29
Important	<input type="checkbox"/>	21.7%	26
Not important	<input type="checkbox"/>	20.0%	24

Are there other guidelines that should be used to measure the performance of new buildings?

Answered

45

Skipped

77

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Ownership important condos **over** apartments think **more** Solar **them** current How a
ctually transit get community outside building space **buildings** residents p
asses Vents back street material requirements **need** huge far too like affordable transport
ation bicycle **parking** measure density long term spaces filled **SO** into where yea
rs **housing** adjacent crime walls walkways pedestrians **Public New** Retail better design
developments don't give neighborhoods want developers **they** size Most up 5 ugly Why d
o Smaller **development** see all above question require provide small park **height** u
nderground downtown than least **TSA** use businesses heights zones project neighborhoo
d units way post occupancy evaluations conducted performance lots

Ownership is important. I would recommend condos or townhomes over apartments.

I think more emphasis should be put on Solar/wind to power them and getting them off the current system.

How many people are actually using transit to get there. Ability to have community events, outside or within the building

Plant trees in space in front of buildings.

unique incentives to reducing driving by residents, bike lockers, elevators that allow bikes and/or subsidized bus passes.

Vents or building exhaust vents should be located to the back of the buildings not the street.

Architectural material requirements need vast improvements.

There is a huge demand for ownership in SLC and far too many rentals at current. 400-700 sq ft condos would sell like hotcakes, but nobody is building them at affordable prices!

we are losing sight of the mountains. the beauty of our city comes through our connection to them

Facilities for alternative transportation modes, such as bicycle parking, electric vehicle parking

A quantitative measure of intensity instead of density

Think about the long term sustainability of keeping these spaces filled so as not to get into a boom and bust cycle where everything will need redeveloped again in 20-30 years.

More affordable housing adjacent to transportation

Safety as far as attracting/repelling crime

Reflectivity of walls and glass facing walkways and roads should be mitigated to lower traffic risks and to increase comfort of pedestrians.

Public space

New buildings need to be able to accommodate parking

COMMUNITY ENGAGEMENT. Retail, parks, walkways, public spaces, better design. NO MORE STUCCO! If the new developments don't give back to our neighborhoods - we don't want them. Wait for conscientious developers that actually give a damn about where they're building and how they integrate in to communities.

Walkability

I think that better size regulations should be a new consideration. Most of the new housing developments that have gone up in the past 5 years are gargantuan, so obscenely huge that they shadow adjacent neighborhoods and buildings, and stick up like ugly soar thumbs across our cities skyline. Why do they have to be so massive. Smaller and more diverse would be amazing, and open the market to different development styles.

Yes see all above in previous question.

I'd love to require everyone to provide a small public park if their development is over a certain size.

There should be height restrictions so

Parking is a question. Parking is "ugly" and a waste of space unless the development incorporates an underground parking structure. It would be awesome if in these underground parking structures there was a percentage of parking available to the public with an hourly cost. There is not enough parking downtown and that hurts small business the most.

Buildings width should be less than twice the height at least. This is downtown. Why do new TSA zone developments resemble suburban apartments? We should build taller and narrower.

Amenities outside of the development

Mixed use. Sugar house is a good example of too much housing without office space where the residents can work. It is going to fill with thousands of residents who have to commute to downtown to find a job.

marketing versus amount filled in by businesses. revenue

Transparency of the Frontage; 50% or above.

No maximum heights for TSA zones. Minimum heights need to be started. This means that all buildings must be at least a given height. in the TSA zones, this should be set to at least 100 feet.

Increased height/density should be awarded more points, particularly for buildings over 5 floors. If this requires zoning changes, that should also be considered.

If parking requirements are reduced, residents park on the street which is unfair to neighbors.

Require solar panels. Maybe bicycle storage areas.

Provide subsidized transit passes to residents, provide bicycle parking

No

No

A multi-use project can breathe more life into a neighborhood than a project that is just housing.

Higher ratio of owned units to rented units

The most important thing is to engage pedestrians at street level in any way.

More post-occupancy evaluations should be conducted to measure the performance of TSA development.

More post-occupancy evaluations should be conducted to measure the performance of TSA development.

Smaller lots should be preferred over larger lots. I don't want to see attractive, historic buildings being torn down to make way for huge apartment complexes.

Zero impact on existing buildings and uses in the neighborhood. Design features that decrease opportunities for crime and the congregation of homeless and unsavory folks. Crime prevention and reduction elements.

Guidelines to incentivize developers to give local/small businesses priority for ground-floor retail leases

Long-term adaptability, material wear, soundproofing flooring and walls.

Do you have any additional comments or concerns with the current TSA zoning district regulations?

Answered

40

Skipped

82

[Hide Word Cloud](#)

affordable housing low income like see more those who t one make too
much rules public needs building thanks asking best people still density
development nearby retail cafes over parking close space developme

nts Thank us your process **developers** system example behind windows **us**
es encourage **pedestrian** activity outdoor dining interesting etc stop apartment buil
dwhat planning does **community** seen progress garages **along** sidewalk **they**
from Please Very integrate **new** how issue **just** northsouth Temple amount
street things out area **Do neighborhood** want shop head **Seasons Li**
brary Square get help was zoning developer **so** Look Hall Safety Then any
other add **Need** Salt Lake currently live beautiful **cities** front addition lets amazing
Within regulations able code most buildings taking around them profit rather **than** havi
ng let Provide friendly really **right** design real take care pedestrians shade trees small g
athering places decent set backs hallmark **needed** could level create **transit** boulev
ard every whole charm key know zone **all** way benefit incentives include Apartments u
p being s m first Current reviewed potential zones TSA less traditional land allow use ch
anging scoring

I imagine "affordable housing" means low-income housing. If possible, I would like to see more housing available to those who can't afford \$1200/mo in rent for a one bedroom but also make too much to qualify as low income.

too many rules and, the public needs to be allowed to be more involved.
Slow down the building

thanks for asking

I worry that despite our best intentions people are still determined to drive and high density development increases traffic. Bridge walkways to nearby retail, cafes near bus stops, sharing over/evening guest parking with nearby retailers who may close at 5pm would save space and reduce impact of developments.

NO.

Thank you for involving us in your process!

There should be a mechanism to deter developers "gaming the system," for example placing parking behind windows. Active uses that draw people and encourage pedestrian activity, such as outdoor dining, interesting window displays, etc should be rewarded.

Too many rentals, no opportunity for people to buy. Everyone is waiting on developers to stop building apartment and build condos.

sugarhouse is glaring example ow what this type of planning does to a community. growth should not be seen as progress when crowded, sterile development like this is what results.

Parking garages should not be located along the sidewalk; they detract from the pedestrian experience.

Please please please . . . make this a topic for the Development Advisory Forum.

Very important to integrate new plans with much thought on how to preserve the older neighborhoods that exist

n/a

Parking is already an issue as can be seen on 600 west just north and south of North Temple. The amount of on street parking needs to be addressed.

A couple things that keeps people out of the area are prostitution & drug sales. Do something about these problems, and you'll reclaim the neighborhood, and people will want to stop and shop.

Like I said, our street (Stanton Avenue) had a head-to-head battle with Seasons at Library Square and lost. We couldn't get help from the City bc there was no zoning or rules to make the developer have to do anything to give back, or integrate with the neighborhood. And doing so would have cost MONEY - so they didn't. Look at the Library. Look at City Hall, the new Public Safety Building. Then look at Seasons at Library Square (or any other of their developments). Then tell me how these 'add' to our community or not. Please feel free to contact me if I can be of further help on this issue : Matt Monson : mattmons@gmail.com

Apartment complexes should not charge the residents for parking. Need more usable outdoor decks. Windows should be operable.

As a 9 year resident of Salt Lake City, I currently live in the beautiful Library Square neighborhood. The Library, Leonardo, City Hall, Public

Safety Building, Victorian homes on a quiet street, and many of the cities finest festivals and events, are just outside my front door. The latest addition to our neighborhood has been oversized and visually displeasing Seasons at Library Square...and lets be honest, this is not an attractive "urban" addition to this amazing and historic neighborhood. Within regulations of the time, Seasons was able to build, within code, a building so large that you can no longer see Mount Olympus and the Wasatch Mtn. Range from Library Square, one of our cities most beautiful and renowned structures. It is buildings like this that are quickly taking over majorities of vacant lots and casting shadows on the vibrant community around them. Too many developers seem hellbent on maximum profit, rather than having any focus on the people or the planet. Thank you for putting out this survey and asking for public input, it is so meaningful. And lets PLEASE pass new zoning regulations for developers wanting to build in our city, because I love Salt Lake, and I want it to still be an amazing place to live 10 years from now. How we let our city be developed is a huge player in how we progress in the future. Thank you again!

Daylighting creeks and enhancing the natural environment. Provide parks and open space in the designs.

Related: What does pedestrian friendly really mean? The regulation incorrectly labeled encourages building a building right on top of the sidewalk or having the parking garage (often more than one) pour out across the sidewalk from a dark unattractive hole in the center of a building design is not really pedestrian friendly. When this was ordinance and culture was created the real intent was to maximize the buildable space not take care of walkability or the community. Creating a beautiful street scape where pedestrians are not pushed too close to the street with shade trees, interest, engagement (shopping, dining, small social gathering places like plazas, cafes, etc.), decent park like atmosphere with decent set backs does. In fact, set backs are a hallmark of the history of this city not just South Temple. REAL GREEN SPACE is healthy, reduces heat island effect, heals the spirit and provides much needed help with cleaning our air. Developers could add street level fountains, water features, benches, gardens, small gathering places to create a wonderful transit boulevard. TALL shade trees vs. small minimal lolipop trees are a

hallmark of every great neighborhood in this and other cities. So many cities do a good job of taking care of a whole person, the whole community. When we think of the charm in Paris or grand boulevards around the country we see careful planning. The City needs to decide the key elements of charm that it wants to be known for and incorporate them in this and every other key zone. . There are hundreds of examples that have come before us. We could take the best from all cities to create an interesting, rich and charming transit boulevard rather than a concrete canyon that makes people run the other way. We have to help encourage people to do the right thing for the long term benefit of the City.

Thanks for your concern! I would recommend preserving architecture in most circumstances over new construction.

Affordable housing incentives should include incentives to provide ownership, not just rental, units.

Please close the "white wall behind glass" loophole as seen in the Encore Apartments. As bad as street-level garages are, this is worse.

It seems like the city planners know all the right things to do (break up the blocks, regulate parking, affordable housing, ground level retail, etc) but the buildings that are being built are terrible and do not benefit the city in those ways. Why let developers shape the city for their personal profit and hurt the city's character?

Not leaving places for illegal activity or homeless people to sleep

I'm really liking the look and function of apartments 'wrapped' with townhouses on the first 2-3 stories.

Current zoning is too much in the developers favor. Yes, projects are needed but they should enhance the community not just the developers pocket books.

I'm very glad these guidelines are currently being reviewed and improved. There is a lot of potential along these zones in our city.

Transit, pedestrians and bicycles need to be first priority in TSA zones. TSA zones should not just be retrofitted car-developments. Let's do this right!

I agree with walkable communities. Integrate housing, business, and health care so we can get along without cars.

No

No

You need to have more parking, not less. Some of us will not shop or live in that area if there is less parking!

Please do not change permitted uses to a traditional land use table. Please allow this zone to remain flexible on uses. This is the only zone in Salt Lake city that allows for flexible uses. The traditional land use table is way too restrictive and all land use tables in the city need to be reviewed and changed quarterly to keep up with changing times and changing uses.

The regulations generally are working well and bringing housing and higher density uses along transit lines.

No.

No.

We are not the only , nor the first to do this.

Eliminate parking minimums. Allow developers to include the amount of parking they see fit, and institute parking maximums instead.

Question whether updating a scoring/rating system that has already failed is the best process. And the scope is limited, all current zoning downtown should be updated with these standards, ultimately moving to a form-based code. This allows for creativity while considering neighborhood and street front. A design review board is needed for all new development. The scoring, like all zoning, is nothing more than a check box. And more likely that a developer is able to find potential loopholes. More aggressive action is required to get the desired and needed mixed-use development, not just 400 South and North Temple but throughout the city.

H. Additional Public Comments

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

MAIL COMMENTS TO:
DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO Box 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com

Name: Luke Garrott

Address: 634 S 500 E 84102

Email: 

Phone: 

COMMENTS: I like the changes! My suggestion is for Building materials section. Go 100% quality, durable materials. Perhaps estimate increased costs for developers for different scales of project.

I seems to me that scale and quality of materials are the main concerns in the community. Even w/ increased cost to builders, 100% quality/durable would raise values for everybody.

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

MAIL COMMENTS TO:
DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO BOX 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com

Name: George Chapman

Address: 1186 S 1100 E

Email: 

Phone: 

COMMENTS:

75% ground floor mixed use
restaurants/stores (not just offices)
encourage walking (GOOD)
should be citywide! Sugar House
remove no bikes on downtown sidewalks
make sidewalks in TSA
10+ feet!
If you want to emulate Paris, make
them 30ft!

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

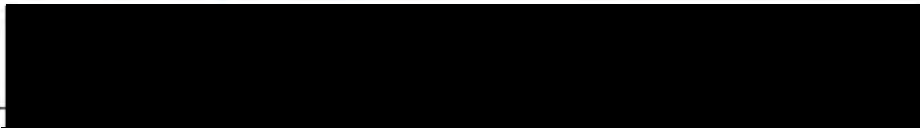
Open House

28 July 2016

MAIL COMMENTS TO:
DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO Box 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com

Name: Byrne Garner

Address: 170 N 800 W SLC

Email: 

Phone: 

COMMENTS:

In the TSA zoning point scale there should either be a maximum 50% of units in a development that are affordable or negative points for going over 50% of units that are affordable.

PROPOSED AMENDMENTS TO THE TSA TRANSIT STATION AREA DISTRICTS

Open House

28 July 2016

MAIL COMMENTS TO:
DANIEL ECHEVERRIA, PRINCIPAL PLANNER
451 S. STATE STREET, ROOM 406
PO Box 145480
SALT LAKE CITY, UT 84114-5480
OR SEND E-MAIL TO: Daniel.echeverria@slcgov.com

Name: Jade Sarver

Address: 62 N. 1000 W. SLC, UT 84116

Email: 

Phone: 

COMMENTS:

I am from the Fairpark Community Council and am in favor of much of the planned changes. However, I am opposed to the Affordable housing changes specifically for the area along north Temple. Having high concentrations of low income housing is not ideal for the neighborhood as a whole. I'd recommend a maximum amount of affordable housing. I'd also recommend negative points for affordable housing over 50%.

Echeverria, Daniel

From: Russell Swaner [REDACTED]
Sent: Tuesday, August 02, 2016 4:31 PM
To: Echeverria, Daniel
Subject: TSA zoning

I am the property owner of a rental property at 955, 957, 959 Folsom Ave. The property has been owned by my family for 50 years. I am a small LLC not a large conglomerate. This property supplements my income. I am 66 years old and on Social Security. The buildings have had a great rental history except for about the last 10 years. Every time the city makes a change in the zoning it gets harder to rent. The TSA zoning has by far been the hardest. It took 9 months which is a loss of about \$18,000 dollars to me. I try to keep my buildings in good condition so that I can get them rented as soon as possible. The neighborhood is in very poor condition, the streets are in very poor condition and there is no curb and gutter. There are no storm drains and we have paid fees for 50 years. The streets flood all the time and there are weeds and garbage everywhere. I feel very lucky to get anyone to rent in this neighborhood. I have always had to cut the price of rent to attract a renter. The city seems uncaring that a vacant building not only deprives me of an income but makes it impossible without that income to pay my property tax and insurance. If the city has a lot of vacant buildings that are impossible to rent there will be more broken windows and more graffiti and the neighborhood will deteriorate even further. This will make it even harder to rent. Is that what you really want? If the city is serious about making the area more desirable they first need to make up grades to the area then change the zoning. This building has always been rented as a warehouse and now the city says it can not be rented as a warehouse, This is ridiculous, a warehouse has many uses. That is what makes them a great rental property.

,
Thanks, Russell B. Swaner

Echeverria, Daniel

From: Chris Parker <Chris@givgroup.org>
Sent: Tuesday, August 16, 2016 9:44 AM
To: Echeverria, Daniel
Subject: TSA suggestions
Attachments: North Sixth Corner.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Daniel,

I attended a meeting re: a few proposed updates to the TSA zone this past month. I didn't have a chance to comment at the meeting and am hopefully not too late to do so. In either case, I think a few tweaks to the code might help good projects move forward.

1) Include natural stone tile as one of the durable materials allowed on the main floor. (Pic attached)

2) Consider keeping the affordable housing score the same as what it was in the prior version. Our group very recently took an affordable project through TSA review and feel that it was sufficiently valued in the process. My fear is that the 20 point boost will allow affordable developers to build bland and unresponsive facades that will further engender nimbyism toward housing in general. We had little problem securing a reasonable score with the current boost. I'd also note that the last LIHTC cycle saw a ton of winners along N Temple under the past scoring system. If a boost is given, maybe restrict it to 400 S. that faces larger barriers to affordability?

3) A project we recently submitted for TSA review attempted to pilot a method of attaining Net Zero status at a cost neutral basis. Our thinking is that if we prove that Solar powered buildings can be constructed without economic hardship to developments, we can get the bulk of the city's developers to follow us down that path. Our methodology was converting the entire energy systems of the building to electric power and utilizing RMP's new subscriber solar program to buy a share of an offsite solar field. I think this model has the best chance of clean, wide-scale adoption but it currently isn't anticipated in the code. Adding a way of counting it would be great.

Thanks for the work you're doing. The proposed revisions to the code look great.

Best,
Chris Parker

Attachment to E-mail From Chris Parker



Echeverria, Daniel

From: Sean Neves [REDACTED]
Sent: Friday, July 29, 2016 11:41 AM
To: Echeverria, Daniel
Subject: Re: TSA Zoning Changes

Follow Up Flag: Follow up
Flag Status: Completed

Daniel,

I would like to reach out concerning the proposed TSA zone changes that the council is considering. While I am encouraged by 90% of the changes proposed, one change is troubling to me. From the guidance document:

Table of Prohibited Uses

The table of prohibited uses in the ordinance creates confusion for the community, property owners, developers, and the lending community. The table may be producing unnecessary amount of work to administer the ordinance because of the confusion. The proposal would be to add a table of permitted and conditional uses, which is similar to all other zoning districts in the City.

Current Regulation Proposed Regulation

Table of prohibited uses lists those uses that are not allowed.

Adds a table of permitted and conditional uses to the land use table chapter. In most instances, the uses that were prohibited will not be permitted. Some uses that were prohibited will now be listed as permitted or conditional.

I would caution strongly against changing this provision. As it stands, the TSA zone is the only zone where uses that are under-codified uses such as distilleries, wineries, production kitchens, breweries, coffee roasters can find a foothold without going through the draconian and over-long process of conditional use, text amendments, map amendments and the like. We live in a dynamic economy where new uses are constantly hitting the market, uses that are not contemplated by zoning ordinances and planning departments. An example is distilleries: only eight short years ago, High West became the first post-prohibition distillery in our state. As recently as three years ago there were only two DSP's (TTB and UDABC Distilled Spirits Plants) in Utah. Now, there are nine distilleries in Utah with six more in construction or application and planning processes. None are in Salt Lake City. Partially because of the capital city's strict and inflexible planning and zoning environment.

If this portion of the proposed change does in fact make it through review, I would suggest a very long, well-considered open process for the proposed land use table, considering the many uses that could be automatically prohibited. I would also recommend periodic quarterly planning and city council reviews for land use tables in the district, allowing for those uses that got "orphaned" by the process a seat at the table for consideration. In fact, I would advocate for this same review to occur in all commercial and mixed use districts. In this rapidly changing economy of ideas and products, Salt Lake City needs to prime itself for the increased tax base, job growth and economic development opportunities that the new economy is offering. In short, it's time for Salt Lake City to stop bleeding these jobs and tax base to neighboring municipalities.

A little about me: I am owner of the upcoming Water Witch bar in the Central 9th district. I also own Congregation Spirits, an upcoming distillery, hopefully to open in Salt Lake City by 2017. I am on the board of the Salt Lake Area Restaurant Association (SLARA) and president of the United States Bartender's Guild Utah Chapter (USBG Utah). I also own a small real estate brokerage, Uterra Properties, specializing in multi-use

development. Uterra also assists food and beverage enterprises such as restaurants, bars, distilleries, breweries, wineries, and artisan food producers in their pursuit of spaces, capital finance and operation.

Please feel free to call with any questions.

Best regards,

Sean Neves



[on the web](#)

Echeverria, Daniel

From: Seven Canyons Trust <sevencanyonstrust@gmail.com>
Sent: Wednesday, July 27, 2016 7:07 AM
To: Echeverria, Daniel
Subject: TSA Zoning District Comments
Attachments: tsa_zoning_comments.pdf

Hey Daniel,

See attached for our comments on the TSA Zoning District Text Changes. Please let us know if you have any questions or need clarification on anything.

Thanks so much for considering our comments!

BRIAN TONETTI

Executive Director

SEVEN CANYONS TRUST

585-703-8582

sevencanyonstrust@gmail.com

www.sevencanyonstrust.org



SEVEN CANYONS TRUST

SEVEN CANYONS TRUST | TSA ZONING COMMENTS



BACKGROUND

We are a brand-new nonprofit working to daylight and rehabilitate the seven canyon creeks, from City to Little Cottonwood Creek, restoring beauty and health to the hydrology of the Salt Lake valley. Daylighting is the uncovering of lost urban waters, bringing them back to the surface and restoring their natural stream channel. By our calculations, there are over 21 miles of buried creeks spread throughout the valley.

REASONING

By taking advantage of existing site disturbance and construction crews, daylighting projects can be included in new developments for extremely reduce costs. A much cheaper and



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SEVEN CANYONS TRUST

attractive option, rather than going back and spending millions to undue past mistakes. Buildings can be designed around the creek channel, creating beautiful, innovative, and interesting developments that can improve developers bottom lines as well.

From City Creek Park, City Creek runs adjacent to North Temple till West Temple, where it goes underground for the last time. From West Temple, it travels straight down North Temple to where it spills into the Jordan River at the Utah State Fairpark. A City Creek overflow culvert, in response to the 1983 floods, goes down the old Folsom rail-line right-of-way. City plans, envisioned in the *Gateway Specific Plan*, imagined “a public open space system that brings City Creek back to the surface and integrates it into the neighborhood” (*Gateway Specific Plan 8*). The *Euclid Small Area Master Plan* goes even further in mapping out this future creek channel, beginning the plans to daylight City Creek through the Folsom Corridor, funded by the EPA Brownfields. Due to a variety of setbacks, this project has failed to launch off its beginning stages in planning and design. However, new momentum in funding to design the Folsom Trail is an excellent opportunity to also design the daylighting project. Through the TSA Zoning Code, developers can be leveraged to design the trail, daylighting, and development. Daylighting projects can also be facilitated from where City Creek goes underground at West Temple to the start of the proposed Folsom Trail at 500 West, or beyond, along North Temple.



Projects, such as Hidden Hollow, show the opportunity to facilitate economic development nearby these beautiful natural areas. In 1990, a group of elementary school children, Kids Organized to Protect our Environment (KOPE), began to remove the construction debris and trash that plagued this stretch of Parley’s Creek. By drawing attention to this natural area, a conservation easement was placed to protect this property in perpetuity. This project has drawn surrounding developments and local businesses to embrace the natural area, hoping to attract its visitors.



SEVEN CANYONS TRUST

Daylit creek channels present an enormous opportunity to create vital east-to-west trail connections. By cooling the urban heat island effect and providing open water in a desert ecosystem, creek channels make extremely attractive pathways to connect communities on the west-side to downtown and, ultimately, the Wasatch Range. Comprehensive north-to-south trails, in the Jordan River Parkway and Bonneville Shoreline Trail, could be connected through these east-to-west riparian corridors. The Parley's Trail, adjacent to the S-Line, is a great example of this potential. Although not a daylighting project, the Parley's Trail has been extremely successful at connecting east and west-side communities to active transportation and recreation opportunities, as well as public transportation lines, while improving economic conditions of the area. Creek channels create a pedestrian-friendly screen for adjacent high density or tall developments. These creek channels provide a sinuous intriguing pathway that can focus pedestrians downward and make them feel safe from adjacent traffic, if protected by trees or plantings.

Numerous city plans have envisioned daylighting as a key city initiative dating all the way back to the 1962 *Second Century* plan, which envisioned a daylit channel of City Creek running "southward toward Downtown and tied into the green areas and tree-lined boulevards of the core" (*Second Century Plan*, p.14). The *Salt Lake City Riparian Corridor Study* lists daylighting the underground culverts as an opportunity on many of the underground stretches of the creeks. This study also lists the overall benefits of a healthy and daylit creek channel. The *Plan Salt Lake* document contains specific language that mentions daylighting under Natural Environment Initiative 1 to "preserve natural open space and sensitive areas to sustain biodiversity and ecosystem functions through: restoration of aquatic and riparian corridors and habitats (including daylighting of streams and water corridors)" (*Plan Salt Lake* 27). The most recent *Downtown Plan* "encourage[d] the continued 'daylighting' of City Creek to link the mountains with the Jordan River through downtown," along the North Temple corridor. (*Downtown Plan*, p.73).

Many other plans for Salt Lake City, such as Salt Lake County's *Total Maximum Daily Load Assessment*, Salt Lake County's *Stream Care Guide*, and Wasatch Front Regional Council's *Life on State*, among many others, propose daylighting as a key city initiative and enormous opportunity to connect ecosystems and communities from the Wasatch Mountains to the Jordan River, while improving water quality, mitigating flooding, creating beautiful community amenities, and fostering economic development.



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SEVEN CANYONS TRUST

PROPOSED TEXT

21A.26.078.A.1. Core Area

“...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. Outdoor active uses, such as outdoor dining, plazas, courtyards or other similar usable public space or use, and open spaces with natural amenities, such as daylight – or uncovered – creeks, urban forests, or other green spaces, is encouraged where appropriate.”

21A.26.078.A.2. Transition Area

“...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. Outdoor active uses, such as outdoor dining, plazas, courtyards or other similar usable public space or use, and open spaces with natural amenities, such as daylight – or uncovered – creeks, urban forests, or other green spaces, is encouraged where appropriate.”

21A.26.078.G.2.b.(1)(A) North Temple Boulevard

“...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 should include daylighting, or uncovering, City Creek where feasible.”

21A.26.078.G.2.d.(4) Daylighting Creeks

“All developments within 100 feet of underground, or buried, creeks, such as City Creek along North Temple, shall be studied for the feasibility to daylight, or uncover. A Feasibility Report, prepared by a qualified individual or team, shall be reviewed by through the Review Process set forth in 21A.26.078.C. The report shall include:

- (A) Exiting site conditions;
- (B) Potential daylighting paths and channel design; and
- (C) Conclusions on feasibility.
 - (i) If consider not feasible, the report shall include a list of best management practices to mitigate the effects of culverting on the system and an easement placed for future daylighting.”

21A.26.078.N.2.g.(3) Daylighting Creeks

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“All developments within 100 feet of underground, or buried, creeks, such as City Creek along North Temple, shall be studied for the feasibility to daylight, or uncover. A *Feasibility Report*, prepared by a qualified individual or team, shall be reviewed by through the Review Process set forth in 21A.26.078.C. The report shall include:

- (A) Exiting site conditions;
- (B) Potential daylighting paths and channel design; and
- (C) Conclusions on feasibility.
 - (ii) If consider not feasible, the report shall include a list of best management practices to mitigate the effects of culverting on the system and an easement placed for future daylighting.”

PRECEDENTS

HEADWATERS @ TYRON CREEK – PORTLAND, OR



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This precedent took advantage of existing development, site disturbance, and construction crews to daylight 185 feet of new creek channel for under \$200,000. Rocky Mountain Institute's *Daylighting: New Life for Buried Streams* (2000) estimated creek daylighting can cost an estimated \$1,000 per linear foot. This is merely an estimation of the excavation of the underground culvert and new creek channel creation, and does not include any revegetation or additional park amenities. Daylighting projects, of any length, are typically million-dollar projects. City Creek Park, a daylighting project on a former surface parking lot, costed about \$2.3 million. However, by taking advantage of development, costs can be drastically reduced. Existing construction crews can be used to excavate the channel. Fill from the creek channel can be included with other construction debris to reduce dumping costs or used on-site.

This precedent provides senior and affordable housing, a key initiative in Salt Lake City. Daylit creek channels can provide easy access to nature for these often nature-starved populations of elderly or underserved. By creating beautiful developments, these buildings integrate into their neighborhood, reducing the perceived or real negative consequences of this development type.

This development also received green building certification, a city initiative that has received resurgence through HAND's *Housing Innovation Lab*. This project retains all stormwater on-site and, additionally, works to actually clean it, through a series of bioswales, rain gardens, pervious pavement, and green roofs, before it enters the newly created creek channel and stormwater system. This project generates its' own energy on-site through rooftop solar, receiving LEED Silver certification.



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SEVEN CANYONS TRUST

THORNTON CREEK WATER QUALITY CHANNEL – SEATTLE, WA



Taking advantage of transit-oriented development initiatives, Seattle daylit 800 feet of creek on an overflow parking lot of a nearby mall. The project costed the municipality about \$14 million. However, it facilitated \$200 million worth of surrounding private development, including residential and commercial.

By focusing on water quality benefits of the new creek channel, the City has made tangible benefits to desilting and retaining nutrients in stormwater and urban runoff, as well as the surface water coming into the channel. Through a series of catchment basins and bioswales, the water is slowed down, allowing the suspended solids in the water to fall to the bottom of the creek bed and vegetation to soak up the nutrients.



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SEVEN CANYONS TRUST

This project has created a walkable environment that connects the nearby light rail station to the adjacent mall, and commercial and residential development surrounding the project. All this in a former overflow parking lot that sat empty during much of the year and created a major pedestrian and active transportation barrier. A portion of the project budget was required to go towards implementing art pieces, creating interesting pieces to intrigue pedestrians. This works to entice passerbys to interact with the project.



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