



Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: David J. Gellner, AICP, Senior Planner – 801-535-6107 - david.gellner@slcgov.com
Date: September 28, 2022
Re: PLNPCM2022-00450

Zoning Map Amendment

PROPERTY ADDRESS: 1219, 1223, 1275, and 1407 W North Temple Street
MASTER PLAN: North Temple Boulevard Plan (2010)
ZONING DISTRICT: M-1 – Light Manufacturing and TSA-SP-C – Transit Station Area Special Purpose Core

REQUEST:

Melissa Jensen of the Giv Group representing property owner Rocky Mountain Power (Utah Power and Light) is requesting a zoning map amendment for the parcel of land located at 1223 W North Temple as well as portions of the properties located at 1219, 1275 and 1407 W North Temple Street respectively. The requested change is from the M-1 – Light Manufacturing and TSA-SP-C – Transit Station Area Special Purpose Area Core districts to the TSA-UC-C – Transit Station Area Urban Center Core zoning district. The purpose of the amendment is to accommodate new office headquarters for Rocky Mountain Power that would be located on the combined 5.5 acre site. The rezone of this property and the headquarters office will be the inaugural project in the redevelopment of the larger Rocky Mountain Power mixed-use campus in the future. This request only relates to the zoning designation of the identified properties. No specific site development proposal has been submitted or is under consideration at this time.

RECOMMENDATION:

Based on the information and findings listed in the staff report, it is the Planning Staff's opinion that the request generally meets the applicable standards of approval and therefore recommends that the Planning Commission transmit positive recommendations to the City Council for the Zoning Map amendment.

ATTACHMENTS:

- A. [Vicinity Map](#)
- B. [Applicant's Narrative & Materials](#)
- C. [Property and Vicinity Photos](#)
- D. [Zoning District Comparison](#)
- E. [Review Standards](#)

F. [Public Process & Comments](#)

G. [Department Review Comments](#)

PROJECT DESCRIPTION



Quick Facts

This request involves four (4) property parcels.

Proposed zoning change from M-1 and TSA-SP-C to TSA-UC-C

No specific site development plan is under consideration with these requests. A conceptual site plan has been provided.

The total area of all parcels and the alley is approximately 5.5 acres

The applicant is proposing to rezone one whole property and portions of several others, all located off of North Temple Street (See [Attachment A](#) – Vicinity Map). The specific properties are 1223 W North Temple (entire parcel) and the portion of the property located at 1407 W North Temple are zoned M-1 – Light Manufacturing. The portions of the property parcels located at 1219 and 1275 W North Temple are zoned TSA-SP-C – Transit Station Area Special Purpose Core. The applicant is requesting a zoning change to the TSA-UC-C – Transit Station Area Urban Center Core zoning district. The applicant has included a conceptual site plan, however, no specific site development is being review with this request.

Rocky Mountain Power intends to build a new headquarters building on the site as part of their initial redevelopment strategy for a larger adjacent area owned by them. According to their narrative, the TSA-UC-C zone was specifically requested due to the extra allowed height (15-foot additional in UC-C to 90 feet over the 75-foot allowed in SP-C) which would make their building footprint more compact. They have also indicated that the specific request for TSA-UC-C zoning is not indicative of their future intentions for the whole site. According to RMP, their intent is to

eventually redevelop approximately 100 acres for what is referred to as the Power District Campus (PDC), a mixed use campus development. The appropriate zoning that would work for future phases of development will be evaluated on a case by case basis and may be requested at the time a particular phase has been conceptually designed. The applicant’s narrative and conceptual site plan is included in [Attachment B](#).

APPROVAL PROCESS AND COMMISSION AUTHORITY

The Planning Commission’s role in this application is to provide a recommendation to the City Council. The Planning Commission’s recommendation for the proposed zoning map amendment, whether negative or positive, will be forwarded to the City Council for their consideration. City Council has final decision-making authority for zoning map amendments.

KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of the project:

1. Compliance with City Goals, Policies & Plans
2. Neighborhood Compatibility & Anticipated Impacts
3. Riparian Corridor Considerations
4. Consideration of Alternate Zoning Districts
5. Public Input and Concerns

Consideration 1: Compliance with City Goals, Policies and Plans

North Temple Boulevard Plan (2010)

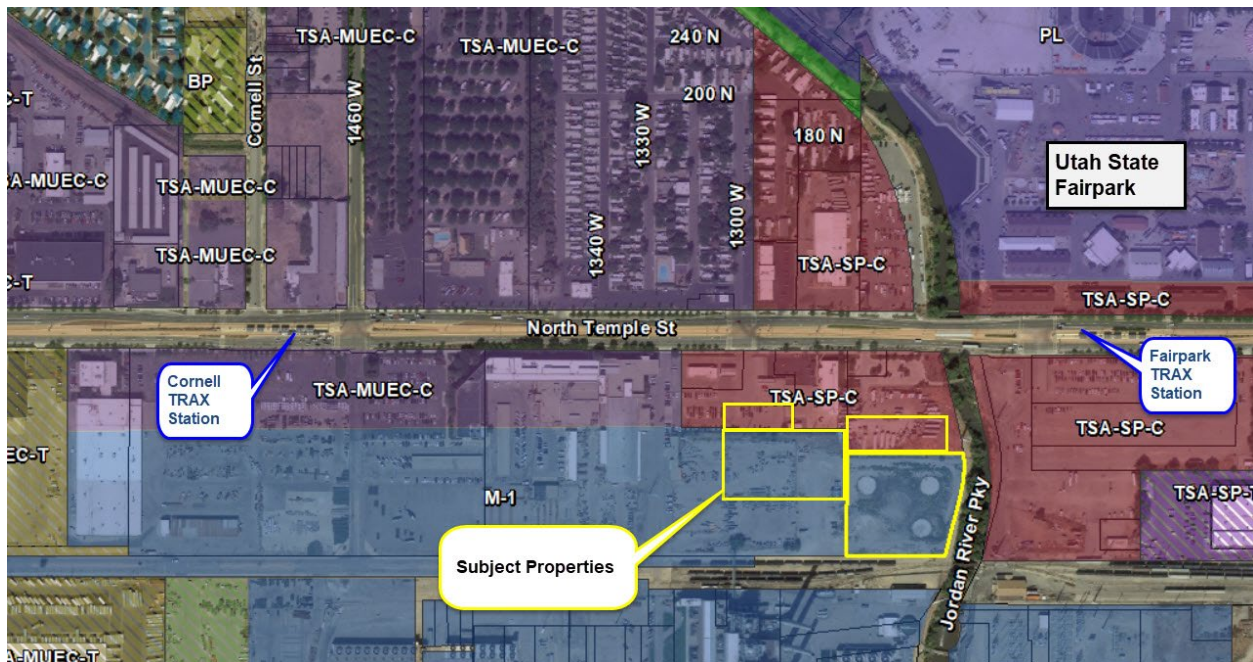
The subject property and surrounding area are discussed in detail in the Fairpark Station Area Plan (FSA) portion of the North Temple Boulevard Plan (NTBP) and the Cornell Station Area Plan (CSA) section of the Plan. The subject properties are located between the two (2) station areas on the south side of North Temple so both Plan sections have relevance to the properties. The CSA section of the Plan includes discussion of the current Rocky Mountain Power headquarters and land uses on the RMP property. A map included below illustrates the property locations and how they relate to the context of the Cornell and Fairpark TRAX Stations, the Utah State Fairpark and the Jordan River.

The FSA Plan describes the Fairpark Station as “Special Purpose” which is reflective of the station being centered around a dominant land use, in this case, the State Fairgrounds. The properties along North Temple are zoned TSA-SP-C which is reflective of this dominant land use. The subject properties are located within the “Stable Areas” which is where little change was expected over time. The FSA Plan also describes the Jordan River and Jordan River Parkway as assets. The Plan calls for intensifying the mix of uses around the State Fairpark and Jordan River. The Plan also calls for better activation of the Jordan River.

The Cornell Station Area Plan (CSA Plan) describes the area as one that has limited opportunities for residential development but includes a high number of jobs in the area through various employment centers. These centers include various State of Utah Offices and Rocky Mountain Power. The properties along North Temple which lie to the north of the area that is being rezoned

are in the “Core” area where the most changes are anticipated over time. These properties are not part of the rezoning proposal but are mentioned for the sake of context and illustrated on the map provided below.

The CSA Plan describes both challenges and assets to the area. Assets include high concentrations of State and RMP employees, proximity to the Jordan River and State Fairpark, and the existence of large properties with high development potential. Challenges identified include the presence of large surface parking lots and storage areas that are owned by Rocky Mountain Power and a spread out development pattern. The Plan also speaks to building a “Signature Project” near North Temple and Cornell and doing more to reconfigure and activate the Rocky Mountain Power street frontage.



One thing to consider is that the North Temple Boulevard Plan represents a “snapshot in time” of when it was created and what could be anticipated for future development. The large land holdings of Rocky Mountain Power were not discussed in great detail in the absence of any discussion by the property owner of redeveloping those properties in the future. Moreover, the overall development pressures being experienced in the City and need for housing in 2014 when the plan was adopted are undoubtedly much different than what exists today. The City did not anticipate the property owner changing the use on the privately held subject properties so the Plan did not delve into those future scenarios. The applicant’s narrative found in [Attachment B](#) makes this argument and describes the future vision in the master plan as “outdated sentiments that the site would remain the same.”

While not specifically called out or supported by the Plan, the proposal generally aligns with the Plan’s overall future vision for the area. Staff agrees that the conditions at the time the Plan was written have significantly changed, and that the scale and scope of this development was not anticipated by the City in the formulation of the Plan. Regardless, it is Staff’s finding that the proposed changes are not in conflict with the general principles and initiatives found in the North Temple Plan.

Related, another important item to note is that Planning Staff will also be working with the applicant on a “Master development agreement” or “Master Plan addendum” or to help outline

and guide future redevelopment phases of this project on the much larger overall campus site. This vision or “blueprint” for the development of the larger area will likely go through a public input process so that it can be formally adopted as an addendum to the North Temple Boulevard Plan. Issues of how the development of the larger campus should be guided and how this will interact with the vision of the North Temple Boulevard Plan will be further addressed through this “master development agreement or addendum” as that document is developed. The current rezoning effort is at a much smaller scale, so the Applicant has not proposed and Staff has not recommended that a Master Plan Amendment be considered in conjunction with the current rezoning proposal in light of the future redevelopment of the larger property and process that will be undertaken.

Plan Salt Lake (2015)

Plan Salt Lake (December 2015) outlines an overall vision of sustainable growth and development in the city. This includes the development of a diverse mix of uses which is essential to accommodate responsible growth. At the same time, compatibility, that is how new development fits into the scale and character of existing neighborhoods is an important consideration. New development should be sensitive to the context of surrounding development while also providing opportunities for new growth. Plan Salt Lake emphasizes the need for growing responsibly and with the proximity of mass transit in mind. This is expressed in the following general guiding principles listed below (*Staff’s analysis and comments are provided in italics*):

- 1. Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the wellbeing of the community therein.**
The closest residential neighborhoods are on the north side of North Temple to the east, closer to the State Fairpark. The potential for future residential development at this location may serve to expand stabilize and rejuvenate this traditionally industrial area. The TSA districts also focus on high quality urban design; any new development in the TSA zone would be required to meet a greater level of design standards intended to create a quality urban neighborhood. The TSA would allow support activities, such as retail and office, but would also require more design review than simply rezoning to many other zoning districts.
- 2. Growing responsibly while providing people with choices about where they live, how they live, and how they get around.**
Additional office space and potential residential uses would occur on a site that is both close to downtown and has existing services.
- 3. Access to a wide variety of housing types for all income levels throughout the City, providing the basic human need for safety and responding to changing demographics.**
Potential residential uses would allow for higher densities near the city core without heavily impacting single family neighborhoods.
- 4. A transportation and mobility network that is safe, accessible, reliable, affordable, and sustainable, providing real choices and connecting people with places.**
Employment related development and future residential growth at this location has the potential to increase ridership and access to transit via the Airport TRAX line and the Fairpark and Cornell TRAX Stations.

5. Air that is healthy and clean.

The site is located immediately adjacent to two (2) light rail stations along North Temple Boulevard. Employment related development and eventually residential development with minimal commute distances to work and other activities are less impactful on air quality than sites requiring longer commutes. This site and the larger area provides a rare large scale available infill site relatively close to downtown and transit.

6. Minimize our impact on the natural environment.

The site has traditionally been used for storage and other activities for Rocky Mountain Power. Transitioning the site away from industrial uses will be positive in terms of lessening impacts on the Jordan River Corridor.

7. Protecting the natural environment while providing access and opportunities to recreate and enjoy nature.

Additional office space and eventually New residents along the Jordan River Parkway could increase safety “eyes on the trail” and provide additional users to recreation facilities.

8. A beautiful city that is people focused.

Potential new development constructed with the design criteria in the TSA zoning district will facilitate new non-industrial development.

The proposed development is supported by these general guiding principles found in Plan Salt Lake. It would provide convenient access to employment opportunities at the RMP headquarters served by light rail. This project is also the initial part of a larger effort to rezone the campus which would help to create a walkable neighborhood with commercial services and housing options in the future.

Consideration 2: Neighborhood Compatibility & Anticipated Impacts

Neighborhood compatibility and the anticipated impacts of new development are important considerations in any zoning change. The subject properties have been used for the operations of Rocky Mountain Power and include their current headquarters building. The surrounding development includes a variety of traditional industrial and commercial uses that will likely change in the future. RMP themselves has approximately 100 acres of land that they have indicated they would like to eventually rezone and repurpose as a mixed-use campus. Given the nature of the area and existing uses, as well as the uses allowed under the current M-1 zoning, staff finds that a change to the proposed TSA-UC-C zoning would have no discernable negative impacts on surrounding properties.

However, a rezoning also has the potential to bring positive benefits to an area through changes in land use. Staff finds that the proposed change has numerous positive impacts associated with it. Among the potential positive benefits that could result from this change are the following:

- The change and resultant development of a new office building will better activate the Jordan River Corridor which runs along the east side of the area to be rezoned.
- Additional development along the Jordan River will increase safety along that corridor with more “eyes on the street” or “eyes on the trail” in this case.
- The requested change will help to facilitate the transition away from industrial uses in the area. This is something that the property owner has indicated is their plan for the larger

area, and that this rezoning is the first step. Those industrial uses may be located elsewhere among similar uses that are now concentrated in other parts of the City.

- The requested change will facilitate the location of employment near mass transit and eventually help to add more density to the area.

While the proposed change is not expected to have any significant negative impacts on surrounding properties, it is expected to have numerous positive impacts on the area as outlined above.

Consideration 3: Riparian Corridor Considerations

The eastern part of the site is located within the riparian corridor overlay. This overlay applies regardless of the base zoning and will affect development in either zoning district. The overlay does not halt development, it provides a process to ensure that development is compatible with the riparian corridor. The purpose of the RCO riparian corridor overlay district is as follows:

21A.34.130: RCO RIPARIAN CORRIDOR OVERLAY DISTRICT

Purpose Statement: The purpose of the RCO riparian corridor overlay district is to minimize erosion and stabilize stream banks, improve water quality, preserve fish and wildlife habitat, moderate stream temperatures, reduce potential for flood damage, as well as preserve the natural aesthetic value of streams and wetland areas of the city. This overlay district is intended to provide protection for the following aboveground streams, stream corridors and associated wetlands east of the Interstate 215 Highway: City Creek, Red Butte Creek, Emigration Creek, Parleys Creek, and Jordan River. Where these streams flow through areas already developed on the effective date of this section (January 15, 2008), the RCO is intended to achieve a reasonable balance between the dual nature of these areas: natural streams and developed land uses.

Consideration 4: Alternate Zoning Districts

While the existing TSA-SP-C and M-1 zoning on parts of the site would allow a wide variety of land uses, including new offices for Rocky Mountain Power, the current request must be put in context of the property owner eventually re-developing the larger campus site for mixed uses including residential uses. The applicant is looking to build an office use that is taller and occupies a smaller footprint than could be built under the existing zoning. There is currently no specific development proposal under review. However, if the applicant wanted to build an office under the allowed zoning or continue with manufacturing and industrial uses, there would be no need to rezone the property. The applicant has discussed preliminary plans for an office use and parking garage on the site as the inaugural project in the overall development of the larger campus.

Based on the applicant's desires, surrounding zoning and proximity to transit, staff is not recommending that an alternate zoning district be considered. The adjacent zoning along North Temple is already TSA, which makes sense in context of the light rail along North Temple and the Fairpark TRAX stop near the proposed development. The land that is zoned M-1 is underutilized and according to the property owner they are looking to redevelop the 100-acre Rocky Mountain campus for other uses and quality infill development. The applicant specifically asked for the UC-C zoning designation to allow for development with additional height, thereby reducing the footprint of the building. The change from the existing TSA-SP-C zoning to TSA-UC-C zoning for this specific area is negligible in the context of the site. As TSA zoning already exists along North

Temple Street in various iterations, the rezoning would be a continuation of that general zoning pattern. Based on this analysis, Planning Staff is not recommending an alternative zoning district for these properties.

Consideration 5: Public Input and Concerns

The property is located within the boundaries of the Poplar Grove Community Council. The property is also located within 600 feet of the Jordan Meadows and Fairpark CC boundaries. Notice was sent to the Chairs of all three (3) recognized organizations.

Planning Staff also sent out a notice to all property owners and residents within 300-feet of the subject properties informing them of the proposed rezoning.

To date, no public comments were submitted in relation to the proposal from neighboring property owners and residents. Only the Chair of the Poplar Grove Community Council provided a comment stating that the Community Council supports the rezone but has concerns that future development may not include sufficient parking. That comment is included in [Attachment F](#) of this report.

STAFF RECOMMENDATION & SUMMARY

Plan Salt Lake and other City plans and documents contain policies and statements that support the proposed rezoning of the properties. The redevelopment of the property and addition of a new headquarters building for Rocky Mountain Power will help to revitalize the site and serve as the initial step in the development of new uses on the site in an area that is served by mass transit.

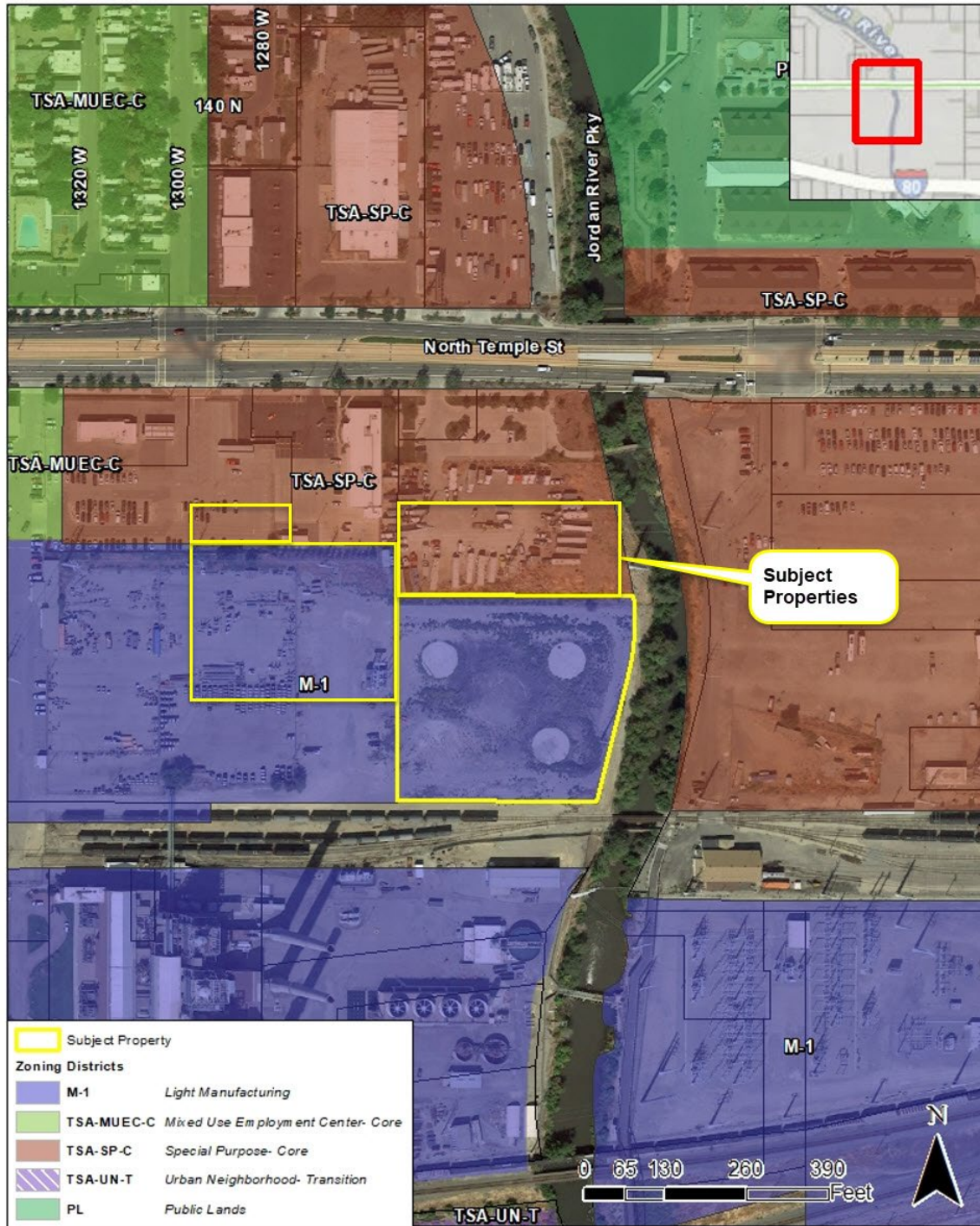
Based upon the key considerations and analysis in this report, Staff is recommending that the Planning Commission forward a positive recommendation to the City Council for the Zoning Map amendment as proposed.

NEXT STEPS

The Planning Commission's recommendation for the proposed zoning map amendment will be forwarded to the City Council. City Council has final decision making authority for a zoning map amendment. Additional public hearings will be held by City Council as part of their consideration of the application.

ATTACHMENT A: Vicinity Map

Rocky Mountain Power TSA Rezone - North Temple



ATTACHMENT B: Applicant's Narrative

The following documents are included in this Attachment:

- 1. Applicant's Narrative**
- 2. Conceptual Site Plan**
- 3. Legal Description of the Rezone Area**

**FINAL Narrative for Planning Application PLNPCM2022-00450
Rocky Mountain Power North Temple Headquarters Rezoning
(07-12-2022)**

1. A statement declaring the purpose for the amendment.

The purpose of this amendment is to rezone the current zone (M-1) or portions of the zone (TSA-SP-C) to (TSA-UC-C) to accommodate the development of Rocky Mountain Power's new Headquarter building.

2. A description of the proposed use of the property being rezoned.

RMP anticipates building a new headquarter office space that better facilitates the health and efficiency of its employees, provides a safe and resilient place for company functions in the event of an emergency, and more efficiently uses its land. Its current facilities are near the end of their useful life. The proposed use is limited in scope to the RMP headquarters and its auxiliary uses such as parking. Please see attached maps for context of the RMP headquarter development and general placement and size of buildings and roads.

The new headquarters will be the inaugural development of the RMP's 100-acre redevelopment strategy, currently referred to as the Power District Campus (PDC). While this initial rezone is limited in scope, RMP intends for it to be the foundation of catalytic development for the site and subsequent quality infill development. The location of the new headquarter directly aligns with the intent to free up additional frontage along North Temple for dynamic building and programming. The new headquarter is demonstrative of RMP's long-term commitment to this site and the community.

The headquarters itself will be sustainably designed and will be an all-electric building. The design and construction of the building will follow the key tenants of Rocky Mountain Power's sustainability goals. These sustainability goals are intended to expand into future development of the site. The proposed location adjacent to Jordan River underscores RMP's rationale to add improvements to river area and activate the assemblage from the internal block. This effort will be in line with the Jordan River Blueprint plans. RMP looks forward to working the Salt Lake City on possibilities to improve access and use of this river.

In reviewing zones that could work for the headquarter the TSA-UC-C zone was selected. This was based on the business operation's specifications and footprint needs, while being sensitive to the similarities of the adjacent TSA zone. The TSA-UC-C zone will allow the RMP headquarter a more compact building footprint, creating a more pedestrian focused experience on the ground level. This zone is not indicative of future zoning intentions of the site. Future zones will be evaluated separately as part of the Master Planning Process of RMP.

RMP has been an integral part of Salt Lake City and its west side community since it began generating electricity on the company's North Temple Site nearly a century ago. RMP expects to

remain an integral part of this community through the PDC which envisions a vibrant, mixed-use neighborhood re-anchored by a safe, efficient, and healthy main campus for the company. RMP is committed to a redevelopment effort that combines the unique transportation access, river frontage and proximities of the site to allow the property to reach its highest and best use for customers, shareholders and the surrounding community.

3. List the reasons why the present zoning may not be appropriate for the area.

The current M-1 zoning is incompatible with the North Temple Boulevard Plan and the subsequent Area Plans. The M-1 zone is not designed for corporate office space and inconsistent with the vision of a healthy, vibrant river district. The current height restrictions and design standards would promote industrial style buildings with limited architectural features that would be inconsistent with TSA zoning and pedestrian focused urban design. The Cornell Station and Fairpark Station Area Plan had little ambition for change in this area. In general, both area plans are indicative of outdated sentiments that the site would remain as it existed 10 years ago. The Cornell Station Area plan specifically calls out the large surface parking and the outdoor storage areas on the RMP site as “a challenge”. The rezone will not only better align the site to the vision of the Area Plans but create unexpected opportunity for additional mixed uses, pedestrian focused development, and much needed amenities along the North Temple Boulevard.

Is the request amending the Zoning Map? If so, please list the parcel numbers to be changed.

Yes. The change in zone would occur within the entirety of parcel number 08-35-353-006 (1223 West North Temple), and partially within parcel number 08-34-477-004 (1407 W North Temple), 08-35-353-005 (1219 West North Temple), 08-35-353-002 (1275 West North Temple)

Is the request amending the text of the Zoning Ordinance?

If so, please include language and the reference to the Zoning Ordinance to be changed.

No.

Proposed Zoning



Z

Rezone Parcel Description

A parcel of land situate within the Southwest Quarter of Section 35, Township 1 North, Range 1 West, Salt Lake Base & Meridian, located in Salt Lake City, County of Salt Lake, State of Utah and being more particularly described as follows:

Beginning at a point South 89°47'05" East, along the North line of the Salt Lake Garfield & Western Railway Company railyard, a distance of 574.90 feet, from the Southwest corner of said Section 35, Township 1 North, Range 1 West, Salt Lake Base and Meridian; and running thence North 0°15'03" East, 200.00 feet; thence North 89°47'05" West, 265.00 feet; thence North 0°15'03" East, 259.88 feet; thence South 89°47'05" East, 94.82 feet; thence South 0°17'42" West, 50.13 feet; thence South 89°44'57" East, 170.22 feet; thence North 0°17'42" East, 30.00 feet; thence South 89°47'05" East, 384.39 feet, to the West line of the Jordan River; thence along said West line the following three (3) courses: (1) South 12°34'36" East, 72.01 feet; (2) Southwesterly along the arc of a 360.00 foot radius curve to the right, though a central angle of 26°38'28", a distance of 167.39 feet, the long chord of which bears South 0°44'38" West, a distance of 165.89 feet; (3) South 14°03'52" West, a distance of 209.64 feet, to the aforesaid North line of the Salt Lake Garfield & Western Railway Company railyard; thence North 89°47'05" West, along said North line a distance of 348.92 feet, to the point of beginning.

Contains: 231,368 sq. ft., or 5.311 Acres.

ATTACHMENT C: Property & Vicinity Photos





Jordan River Corridor along the eastern edge of the property at 1223 W North Temple



Largest property parcel at 1223 W North Temple

ATTACHMENT D: Zoning Comparison

M-1 (Light Manufacturing District)

Purpose Statement: The purpose of the M-1 Light Manufacturing District is to provide an environment for light industrial uses that produce no appreciable impact on adjacent properties, that desire a clean attractive industrial setting, and that protects nearby sensitive lands and waterways. This zone is appropriate in locations that are supported by the applicable Master Plan policies adopted by the City. This district is intended to provide areas in the City that generate employment opportunities and to promote economic development. The uses include other types of land uses that support and provide service to manufacturing and industrial uses. Safe, convenient and inviting connections that provide access to businesses from public sidewalks, bike paths and streets are necessary and to be provided in an equal way. Certain land uses are prohibited in order to preserve land for manufacturing uses and to promote the importance of nearby environmentally sensitive lands.

TSA - Transit Station Area Districts

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.

Core Area: *The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.*

Existing Zoning

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.

Proposed Zoning

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.

Comparison Table – Existing versus Proposed Zoning

Parameter	M-1 Zone	TSA-SP-C	TSA-UC-C Proposed
Allowed Uses	General industrial and heavy commercial uses. Food production (commercial scale), offices, impound lots, utilities include sewage treatment plants and electrical generations, warehouse uses, freight terminal, trucking uses and repair. Dwelling uses prohibited.	Uses allowed in the TSA-SP-C zone that are not allowed in the TSA-UC-C zone include a community correctional facility, convention center, exhibition hall, outdoor flea market, industrial assembly, light manufacturing and a solar array.	Uses in TSA-SP-C and TSA-UC-C are very similar and include taverns, art galleries, clinics and offices, a wide variety of residential uses with the exception of single-family detached dwellings, food processing. Motels, retail goods and stores, theaters, and schools.
Maximum Building Height	65-feet except distillation columns which may be up to 120 feet.	Maximum of 75-feet and minimum of 25-feet	Maximum of 90-feet and minimum of 40-feet
Front/Corner/ Side/Rear Yard Setbacks	Front and corner side yards: 15 feet Interior side and rear yard: None	Front/Corner Side Yard Setback Minimum: None 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 level. 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.	Same requirement in TSA-UC-C zone

Required Build to Line	Not applicable	At least 50% of the street facing building facade shall be within 5-feet of the front or corner side property line.	Same requirement in TSA-UC-C zone
Buffer Yard	Required if abutting residential Landscaped yard requirements.	Not applicable. 7 feet if abutting residential.	Not applicable. 7 feet if abutting residential.
Lot Size	Minimum 10,000 SF	2,500 SF	Same requirement
Minimum Lot Width	80-feet	40-feet	Same requirement
Landscaped Yards	Required 15-foot front and corner side yards must be maintained as landscape yards.	All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped	All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped
Off Street Parking & Loading (21A.44.030)	Varies depending on use.	No spaces required for any uses in Core area.	Same requirement in TSA-UC-C
General Design Standards: <ul style="list-style-type: none"> • Ground floor uses • Percentage glass • Building materials • Entrance Requirements • Balconies Open space requirements	No general design standards other than exterior and parking lot lighting requirements.	<ul style="list-style-type: none"> • Ground floor uses required • 60% of ground floor facing façade must be glass • 90% of any ground floor building facade must be clad in high quality, durable, materials • 60% of upper floors must be clad in durable materials. • Specific entrance requirements • Maximum length of blank walls 	Same requirement in TSA-UC-C

ATTACHMENT E: Review Standards

ZONING MAP AMENDMENTS

21A.50.050: A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard. In making a decision to amend the zoning map, the City Council should consider the following:

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

The applicant is seeking a zoning map amendment to redevelop one parcel and parts of several others for a new headquarters (office) use and parking garage. The proposed development represents the first phase of the applicant rezoning up to 100 acres they own contiguous to this site for a new mixed-use campus. The applicable master plans are discussed in the Key Considerations section of the report. The following summarizes that discussion:

Plan Salt Lake

Plan Salt Lake emphasizes the need for growing responsibly and with the proximity of mass transit in mind to connect people to places including employment centers. The Plan also seeks to promote infill and the redevelopment of underutilized land. The proposed development would provide convenient access to employment at the RMP headquarters served by light rail. A discussion of how the proposal is supported by Plan Salt Lake is included in Key Considerations section of this report in *Consideration 1: Compliance with City Goals, Policies and Plans*. The proposed change is supported by the general principles found in Plan Salt Lake.

North Temple Boulevard Plan

The proposed amendment is not in conflict with the North Temple Boulevard Plan's overall future vision for the area which recognized future changes in the area. The conditions at the time the Plan was written have significantly changed, so the scale and scope of these changes were not fully anticipated by the City in the formulation of the Plan. The Plan acknowledges changes in the area and that Rocky Mountain Power, the property owner, was a majority land holder. What was not known or anticipated was the property owner's desires to make changes in the future to their property.

As noted in the Key Considerations section of this report in *Consideration 1: Compliance with City Goals, Policies and Plans*, Planning Staff will also be working with the applicant on a "Master development agreement" or "Master Plan addendum" or to help outline and guide future redevelopment phases of this project on the larger overall campus site. This vision or blueprint for the development of the larger area will likely go through a public input process so that it can be formally adopted as an addendum to the North Temple Boulevard Plan. It is Staff's finding that the proposed changes are not in conflict with the principles and initiatives found in the North Temple Boulevard Plan.

Overall, Staff finds that the proposed amendments are consistent with the purposes, goals, objectives, and policies of the city as stated through its various adopted planning documents.

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

21A.02.030 Purpose and Intent

The proposal supports the purpose and intent of the Zoning Ordinance as stated in Title 21A.02.030. The proposal helps to classify land uses and distribute land development to areas that are currently underutilized as well as helping to foster the City's industrial, business and residential development. The proposal helps to implement aspects of the City's adopted plans and policies.

Zoning District Purpose

The proposal would support the purposes of the proposed TSA-UC-C zoning district by helping to establish efficient and attractive transit and pedestrian oriented commercial and mixed use development around the existing transit stations. The proposal would also help with redevelopment and infill on underutilized parcels which would help to create people oriented places as part of RMP's larger and future campus strategy.

21A.50.010 Purpose Statement – Amendments

The general purpose statement for amendments which includes zoning map amendments codified in Chapter 21A.50-010 follows:

The purpose of this chapter is to provide standards and procedures for making amendments to the text of this title and to the zoning map. This amendment process is not intended to relieve particular hardships nor to confer special privileges or rights upon any person, but only to make adjustments necessary in light of changed conditions or changes in public policy.

The proposal is intended to facilitate redevelopment of a site for new uses and a new headquarters building for the property owner. The proposed development is supported by the general guiding principles found in Plan Salt Lake. It would provide convenient access to employment opportunities at the RMP headquarters served by light rail. This project is also the initial part of a larger effort to rezone the campus which would help to create a walkable neighborhood with commercial services and housing options.

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

The subject properties are currently being used for the operations of Rocky Mountain Power and include their headquarters building. Given the nature of the area and existing uses, as well as the uses allowed under the current M-1 zoning, staff finds that a change to the proposed TSA zoning would have no discernable negative impacts on surrounding properties which have the same property owner as the subject properties. However, the proposed change holds the potential for numerous positive impacts on surrounding properties and the larger area. These are outlined in more detail in the Key Considerations section of this report in *Consideration 2: Neighborhood Compatibility & Anticipated Impacts*. The potential for numerous and significant positive impacts far outweigh any negligible negative impacts from the proposed changes.

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

The property is located within the Salt Lake City's Airport Influence Zone "H". The project will not have anticipated impacts on airport operations so no easement or other considerations are applicable. The eastern portion of the properties in the rezoning area lie within the Riparian Corridor Overlay. Specific regulations may apply to ensure that new development is compatible with the riparian corridor. The project is consistent with the existing zoning overlays.

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

In the absence of a specific development proposal under review, limited comments were provided by other City Divisions and Department. Comments from other City Departments and Divisions are included in [Attachment G](#).

The city has the ability to provide services to the subject property. The existing infrastructure may need to be replaced or upgraded at the owner's expense in order to meet specific City requirements. If the rezone is approved, any new use will need to comply with the applicable requirements for redevelopment of the site. Public Utilities and other departments will review any specific development proposals submitted at that time and additional comments and requirements may apply to that development proposal.

ATTACHMENT F: Public Process & Comments

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project since the applications were submitted:

- July 15, 2022 – The Poplar Grove, Jordan Meadows and Fairpark Community Councils were sent the required 45-day notice for recognized community organizations. The letter included information about the Online Open House being held during the comment period.
- July 15, 2022 - Property owners and residents within 300 feet of the development were provided early notification of the proposal. The notice included information about the Online Open House.
- February 9, 2022 – The project was posted to the Online Open House webpage. The Open House webpage was online until August 30, 2022.

Notice of the public hearing for the proposal included:

- September 15, 2022
 - Public hearing notice signs posted on the properties
- September 15, 2022
 - Public hearing notice mailed
 - Public notice posted on City and State websites and Planning Division list serve

Public Input:

Staff received only one comment to date about the proposal from the Chair of the Fairpark Community Council. That comment is included on the following page:

Submitted to David Gellner via Email received on 08/30/2022:

I'm writing on behalf of Fairpark Community Council regarding the proposed rezone of 1223 West North Temple, about a three acre parcel.

We had a brief discussion about this proposal at our August 25th meeting. As a community we are excited of the prospect of that property being better utilized and see it move away from being a manufacturing and storage facility. We are hopeful to see more activation of that section of the corridor with housing, workers and community amenities. So we are very much looking forward to the specific design proposal in the near future.

With that being said, the pervasive concern for the zone change was the zero parking requirement the new zone allows. We recognize many builders construct in this zone and build parking as well. We also recognize many investors don't like zero parking buildings. It was pointed out we will have an opportunity once the design is presented to comment on any parking concerns if they exist at that time.

Fairpark Community Council voted to support the rezone and withhold judgment on the parking until the site plan and design are submitted. Thank you for your attention to this matter.

*Best regards,
Nigel Swaby
Chair, Fairpark Community Council*

ATTACHMENT G: Department Review Comments

This proposal was reviewed by the following departments. Any requirement identified by a City Department is required to be complied with.

Engineering: Scott Weiler

No comments provided

Sustainability: Debbie Lyons

No comments provided

Transportation: Michael Barry

These comments are more applicable to future development applications:

Provide a site plan, drawn to scale and fully dimensioned, showing any off-street parking or loading facilities to be provided. Provide parking calculations per 21A.44 including minimum parking requirements for ADA (21A.44.020.D), passenger vehicles (21A.44.030.G), electric vehicles and bicycle parking (21A.44.050.B.3). Provide the calculations for the maximum off street parking allowance (21A.44.030.H). Show the locations of all types of parking on the site plan. Provide complete parking dimensions per 21A.44.020 including parking stall dimensions, aisle widths, overhang allowance, and driveway widths. Provide details on applicable sheets for parking signage/pavement markings and accessories including ADA stalls, EV stalls (signed in a clear and conspicuous manner, such as special pavement marking or signage, indicating exclusive availability to electric vehicles), bike racks, etc. The maximum driveway width is forty feet (40'). All dedicated roads would need to meet city standards. Work with Transportation and Engineering for road dedications.

Fire Review – Douglas Bateman

No issues with the rezone at this stage of development. Additional items to be addressed with development or building permit application will be items up to and including fire access roads, fire hydrant locations, fire flows, aerial access, etc.

Police: Lamar Ewell

No comments provided.

Salt Lake City Airport: David Miller

This property is in the Salt Lake City's Airport Influence Zone "H". Salt Lake City does not require an aviation easement for new development in this zone and this project creates no observed impacts to airport operations.

Future rezoning of other properties for the larger Rocky Mountain Power campus that extends up to Redwood Road to the west will have different requirements. Toward the west on properties owned by RMP, the properties fall into Salt Lake City's Airport Influence Zone "C". Development of these properties in the future would require an aviation easement.

Public Utilities: Jason Draper

Riparian and flood plain permits will be required for work along the river. We would like public mains to be located in public right of ways. Significant offsite improvements may be required to meet the proposed zoning.