



# Transit Station Area Development Guidelines



Adopted June 2017

# 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. Two tiers have been established, indicating which approval process is required.

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 achieve a development score in Tier 2 are rewarded by allowing administrative approval without a public hearing. Tier 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

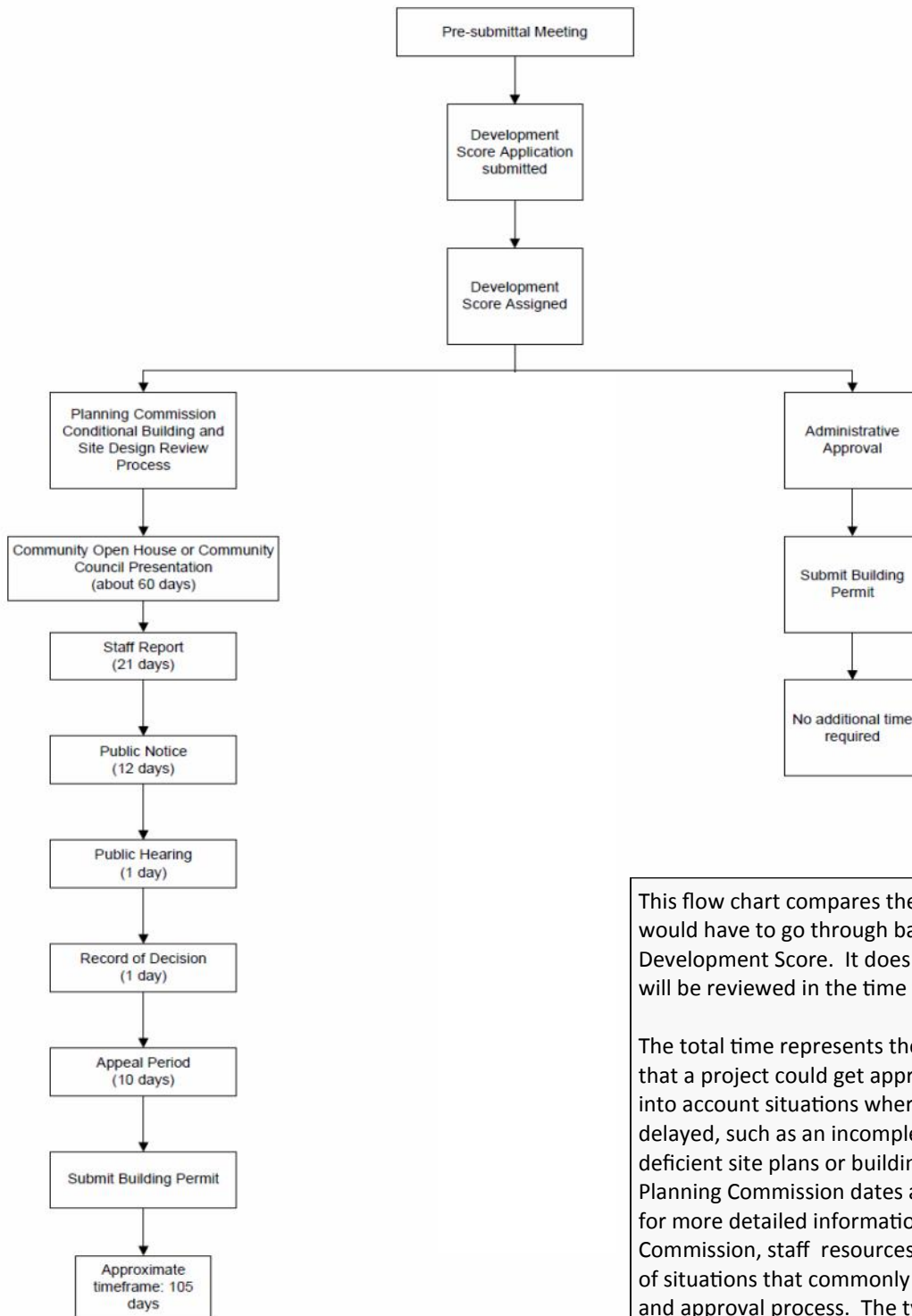
Tier	Approval Process	Estimated Time Frame*
Tier 1 Projects with a development score less than 125 points	Planning Commission	3-6 months
Tier 2 Projects with a development score more than 125 points	Administrative Review	No additional time required after Development Score

\* 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 approval.

## Certificates of Occupancy

In order to receive a certificate of occupancy, all projects are required to have an inspection verifying that the final building is substantially compliant with the assigned Development Score and/or any conditions of approval placed upon a project by the Planning Commission. 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.
- A project that provides a midblock walkway through the interior of a block;
- 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; or
- A project that dedicates at least 33% of its housing units for affordable housing.

# 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:

- More than 50 dwelling units per acre.
- Buildings that are at least 80% of the allowable building height.
- 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:

- More than 30 dwelling units per acre.
- Buildings that are at least 70% of the allowable building height.
- 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:

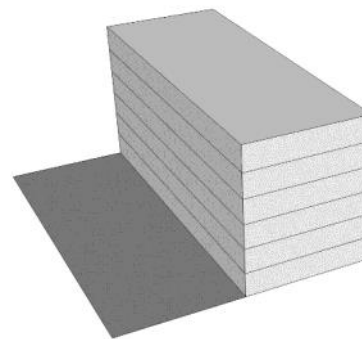
- More than 20 dwelling units per acre.
- Buildings that are at least 60% of the allowable building height.
- Buildings with a floor area ratio of 1 or more.



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.

# 1 DENSITY AND INTENSITY OF USE (CONTINUED)

## 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:

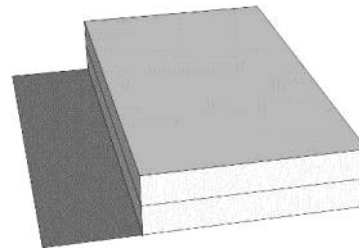
- More than 25 dwelling units per acre.
- Buildings that are up to 80% of the allowable building height.
- Buildings with a floor area ratio of 2 or more.



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:

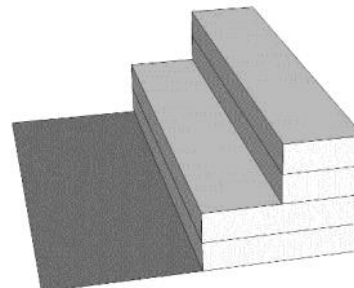
- More than 20 dwelling units per acre.
- Buildings that are up to 70% of the allowable building height.
- Buildings with a floor area ratio of 1.5 or more.



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:

- More than 15 dwelling units per acre.
- Buildings that are up to 60% of the allowable building height.
- 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 to 90%: **15 points.**
  3. 50 to 74%: **10 points.**
  4. A project that includes at least two uses that are different than existing uses on adjacent properties: **6 points.**

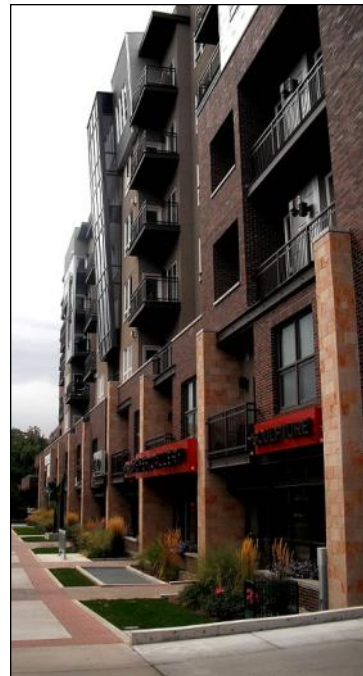
**This guideline applies to the Core and Transition Area. Points may only be obtained from one item.**



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 60% of the area 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 area median household income, 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.**
  
- B. An affordable housing project that is located in an area identified in the “Opportunity Index” map (as used in the latest available Utah Housing Corporation Allocation Plan) or its successor as determined by the Planning Director, with a rating of at least 3 or greater shall receive the following points:
  - 1. Areas rated 5 or greater: **20 points.**
  - 2. Area rated 3 or greater: **10 points**

**This guideline applies to the Core and Transition Area. Points may be awarded in both categories.**



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

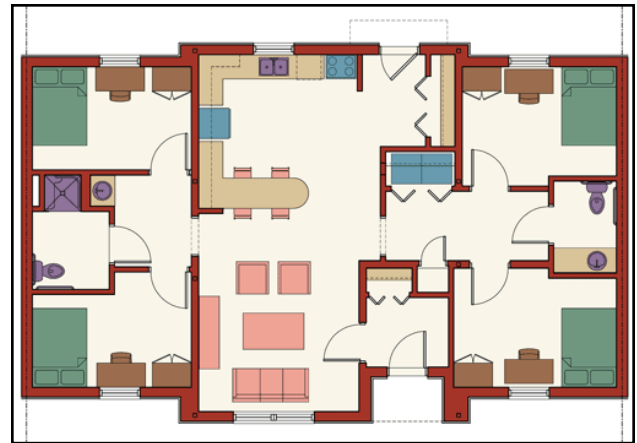
Projects that meet the minimum ADA requirements for accessible dwelling units are encouraged. Features of accessible dwelling units are intended to improve the physical and emotional health of individuals, enhance community diversity and reduce housing costs.

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.**

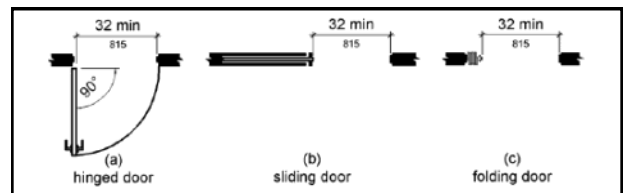
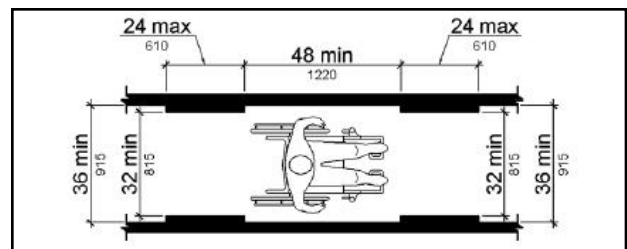
**This guideline applies to the Core and Transition Area. Points may only be obtained from one item.**



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 need to be accessible to the public to qualify for points.

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.



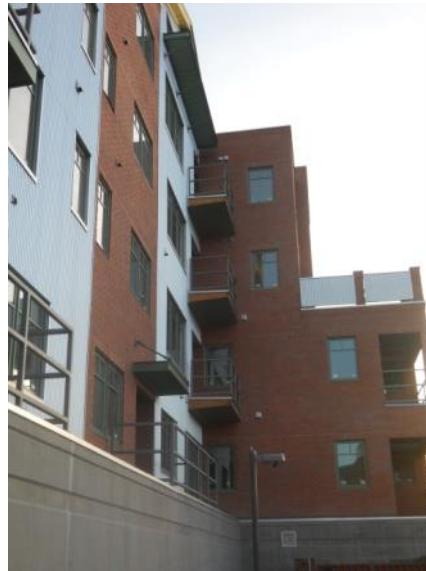
New surface parking lots are not permitted in a station area.

## 7 REDEVELOPMENT OF NONCONFORMING USES 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.

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: 5 points for every 500 square feet of solar panels. **Maximum of 20 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. For guidelines 1 through 4, points may only be obtained from one item.**



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. National Register: State Historic Preservation Office review and approval of exterior alterations to buildings not locally designated, but on the national register and seeking federal tax credits: **40 points.**
  3. 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.**
  4. Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020: **5 points.**
  5. Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34: **50 points**



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.

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

# 14 BUILDING MATERIALS

Exterior building materials should consist of durable, high quality materials that are easy to maintain. Durable, high quality materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be approved at the discretion of the Planning Director if they are durable and appropriate for the structure. Materials should be compatible with the architecture of the building.

- A. Projects that incorporate high quality, durable and low maintenance building materials shall have the following points added to its development score:
1. At least 80% of the street facing façades above the ground floor are clad in durable, high quality materials, as listed above, excluding glazing, doors, and trim: **20 points.**
  2. At least 70% of the street facing facades above the ground floor are clad in high quality, durable materials as listed above, excluding glazing, doors, and trim: **15 points.**

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



High quality and durable building materials are encouraged for the entire building façade.



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



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

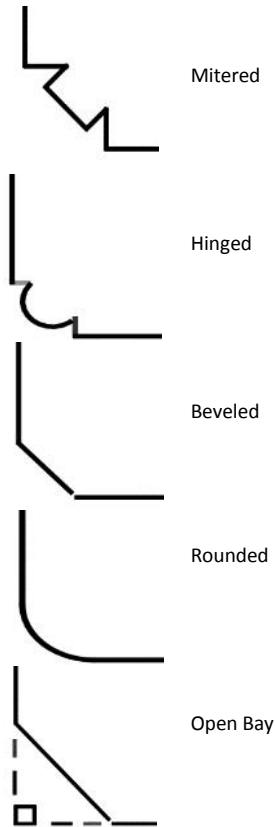


# 15 CORNER BUILDINGS

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.

- 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.**

**This guideline applies to the Core and Transition Area.**



Squared-off corners are discouraged, unless transparent glass is used to allow visibility through the corner of the building.

Corner buildings are encouraged to address the corner in a similar fashion as indicated in the drawings to the left. Buildings that are squared off at the corner of two intersecting streets are discouraged.



This building includes an entrance on the corner.



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.

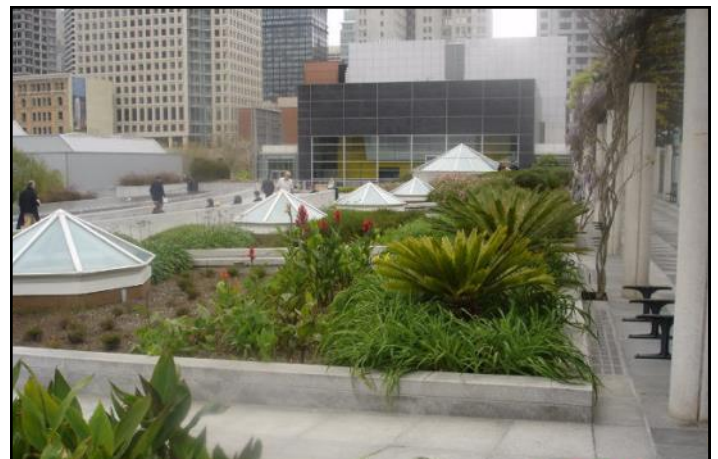
- A. A project that incorporates a rooftop use shall have the following points added to the design score:
1. A rooftop of a building is used as a common space for the building occupants: **6 points**.
  2. A roof includes at least one of the following design features: **5 points**
    - Two or more sloping 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.



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

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

**This Guideline applies to the Core and Transition Area.**



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

# 17 EYES ON THE STREET & 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 5 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.**

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



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



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



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

# Public Spaces Guidelines

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

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

## 20 PUBLIC SPACES AND PLAZAS

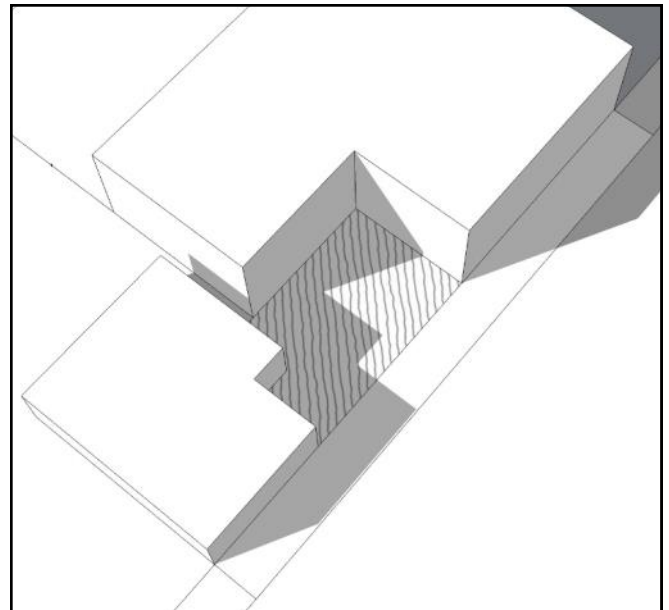
Active, safe and inviting open spaces are encouraged in all development. Open space that complements the building and site, or enhance the public realm are desired. Public spaces and plazas are required to include useable space that may include outdoor dining, terraces, courtyards, playgrounds, community 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.**

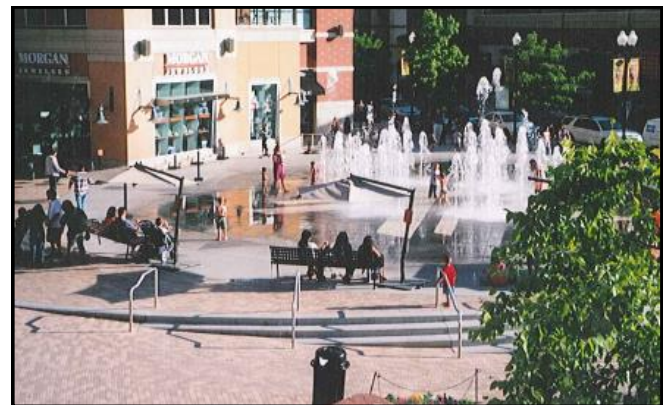
**This guideline applies to both the Core and Transition Area. Points may only be obtained from one item.**



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

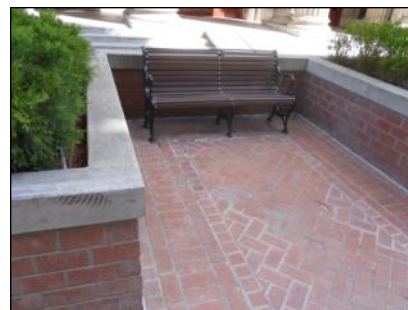
A mix of amenities in an open space not only provides outdoor space for building occupants, but when located next to a public sidewalk or path, invite passersby into the space. Benches, tables, planters, drinking fountains, water features, lighting and decorative refuse containers are just a few of the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

**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.**

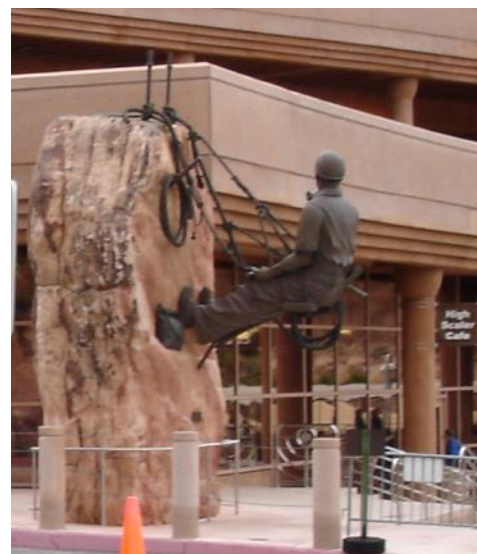
**This guideline applies to the Core and Transition Area.**



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:

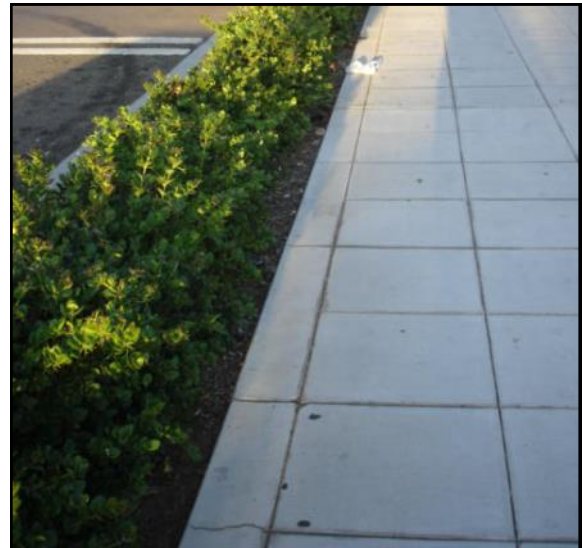
- Providing streets, sidewalks, paths and trails through the site that connects to public streets, sidewalks, paths, trails, open space, adjacent development and neighborhoods;
- Providing safe and secure bicycle related amenities;
- Providing direct access to transit; and
- Providing mid-block walkways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

## 23 CONNECTIONS & WALKWAYS

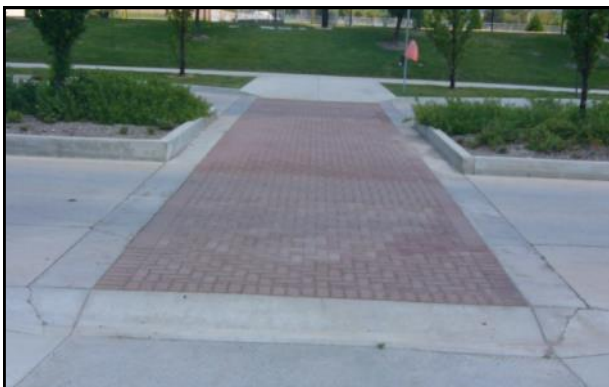
All new development and redevelopment is encouraged to include pedestrian walkways from all buildings, parking lots and private open space to existing or planned public sidewalks, open space and trails. Walkways through surface parking lots should be located within landscaped islands or separated from 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 crosswalk 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 points**

**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	Secure, indoor bicycle storage 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.** A multi-family residential development that provides transit passes to residents through the City’s transit pass program for a minimum period of three years from the development’s initial occupancy. Passes shall be available for free to residents at request. At least one pass shall be available per unit. Verification from Transportation division of minimum 3 year participation is required: **15 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.**

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

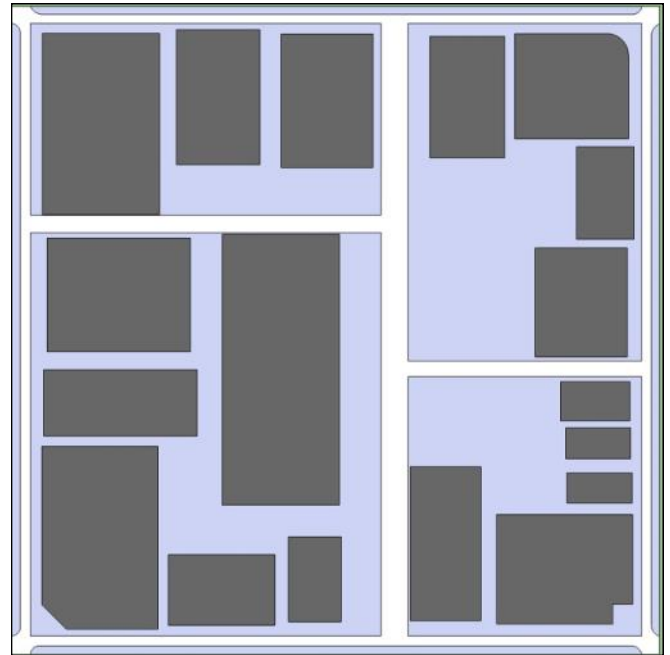


## 26 PUBLIC WALKWAYS INTERIOR TO THE BLOCK

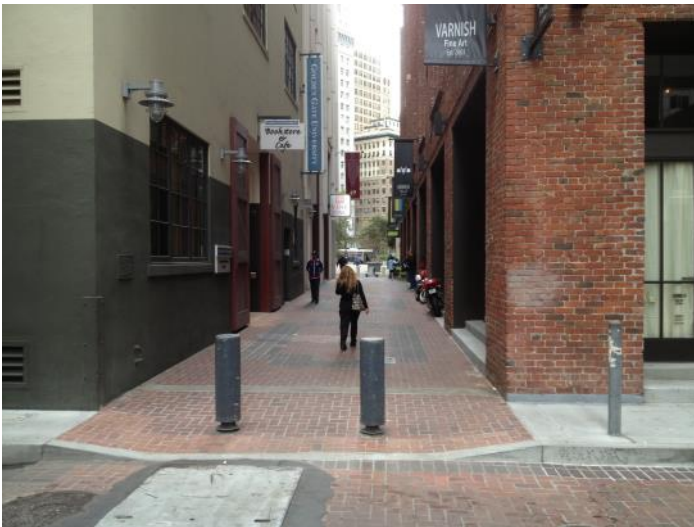
Projects that improve the overall circulation and connectivity of a station area are encouraged. Providing walkways through a development improves how people move around and helps to break up the large blocks in the City. Walkways can be designed to be used for people walking, biking and if designed right, shared with cars. To qualify for these points, the walkways cannot be fenced or gated.

- 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. Points may only be obtained from one item.**



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 midblock walkway provides access between two streets and 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:
  1. 100% of the parking structure is wrapped with high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades: **25 points**
  2. 75% of the parking structure is wrapped in high quality, durable materials or habitable space with a depth of at least 25' on all street facing facades: **20 points**
  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 points**

**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 FUEL 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 fuel 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 points.**
  - Level 3 station: **4 points per stall, max. of 12 points.**

**This guideline applies to the Core and Transition Area.**



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.**

# Community Engagement Guidelines

Neighborhood residents are knowledgeable of local conditions and can provide valuable input to developers regarding potential development in their community and its potential impacts. Points in this guideline are intended to incentivize and reward informing and engaging the community about future development activity.

## 30 NEIGHBORHOOD INPUT

Informing the community about new development and engaging them in a conversation about development can result in a better product. These points are provided to incentivize developers to engage the community about their development proposals.

- A. Projects that have been presented to the associated community council and have notified residents and property owners within 300 feet via mail about when and where the community council presentation will be held:  
**10 points**
- B. Projects that have been presented at an open house for the proposal on the development site and have notified residents and property owners within 300 feet via mail about when and where the open house will be held:  
**10 points**

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