EXHIBIT A

CHAPTER 13.38
SSD-X-BENNION POINT ZONING DISTRICT

SECTION:

13.38.010: Purpose

13.38.020: Applicability

13.38.030: Land Use And Density

13.38.040: Architectural Design

13.38.050: Site Planning

13.38.060: Grading And Drainage

13.38.070: Vehicular Circulation And Parking

13.38.080: Pedestrian Mobility, Bicycle Circulation And Parking

13.38.090: Screen Walls And Fences

13.38.100: Sign Design

13.38.110: Exterior Site Lighting

13.38.010: PURPOSE:

The Site Specific Development Mixed Use Bennion Point (SSD-X- Bennion Point) District is established to promote the public health, safety and welfare of the community by facilitating the creation of an integrated senior community in a campus setting of sufficient size to provide a variety of housing types serving seniors, including independent living units and residential units for seniors requiring a range of health care services, as well as health care support and appropriate ancillary and accessory uses. It is the purpose of this chapter to encourage flexibility of design and development of land in a manner that suits the unique needs of a retirement community but will also contribute to orderly traffic circulation and compatibility with surrounding land uses. All new or future development within the SSD-X-Bennion Point Zoning District shall be in conformity with a site-specific Master Plan approved by the Planning Commission. Specifically, this zone intends to:

A. Enhance and protect the quality of life and community image of the City of Taylorsville through clearly articulated development design policies and minimum design standards;

B. Protect and promote Taylorsville's long-term economic vitality through design standards which encourage and reward high quality development and discourage less attractive and less enduring alternatives;

C. Minimize adverse impacts of vehicular circulation to existing neighborhoods and to the surrounding physical environment;

D. Enhance and protect the security, health, safety, and welfare of all residents of the City of Taylorsville; and

E. Facilitate an understanding of the City's expectations and notify and assist developers in compiling a complete and efficient application. (Ord. 15-08, 10-21-2015, eff. 7-25-2017)

13.38.020: APPLICABILITY:

The provisions in this chapter shall apply to all new development, redevelopment, exterior remodels, additions to existing structures, refacing, and accessory structures within the SSD-X-Bennion Point Zoning District. This chapter includes minimum development standards and will be used by City staff and the Planning Commission to review development applications. The policies established in these provisions shall be met through actual compliance with each design standard.

A. Boundary Descriptions: The SSD-X-Bennion Point Zoning District is limited to a specific area in the City as illustrated in figure 1 of this section, which is described as:

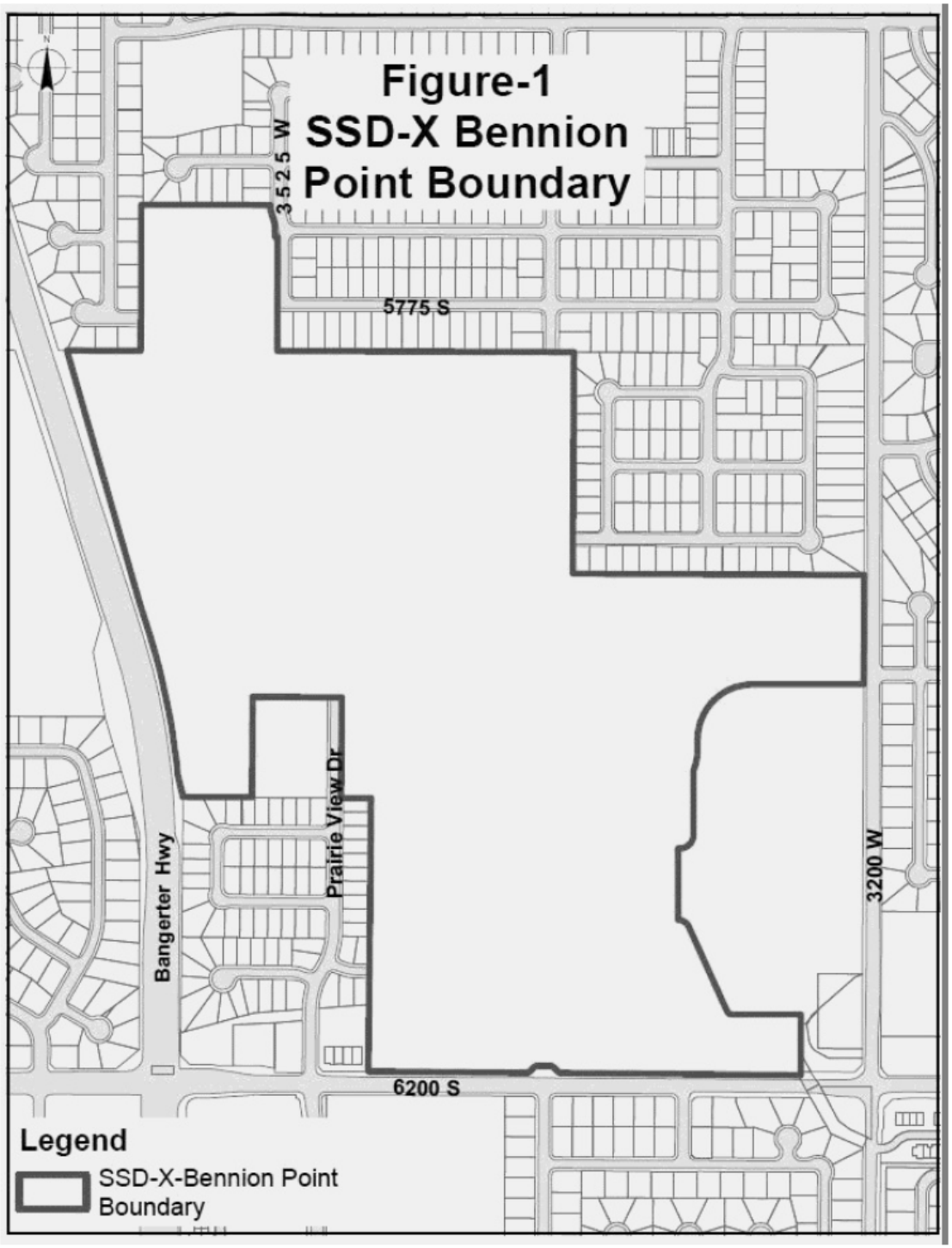
A tract of land, situated in the Southeast Quarter of Section 17, Township 2 South, Range 1 West, Salt Lake Base and Meridian:

Beginning on the Northerly right of way line of 6200 South Street at a point 59.83 feet North 89°57'49" West along the section line and 45.96 feet North 00°02'11" East from the Southeast corner of said Section 17 and running thence along said Northerly right of way line the following nine (9) courses (1) North 89°57'49" West 140.40 feet; (2) South 29°27'10" East 14.89 feet; (3) North 89°57'56" West 70.17 feet; (4) North 29°27'10" West 14.89 feet (5) North 89°57'49" West 861.44 feet; (6) North 45°15'21" West 35.14 feet; (7) South 89°44'39" West 63.00 feet; (8) South 44°44'39" West 34.33 feet and (9) North 89°57'49" West 578.90 feet to the East Boundary line of Prairie View Condominiums, a condominium development in Taylorsville City, Salt Lake County Utah; thence North 00°16'50" East 987.04 feet along said East Boundary line and the East Boundary line of Stonewood Subdivision, a residential development in Taylorsville City, Salt Lake County Utah, to the Northeast corner of said subdivision; thence North 89°57'49" West 110.00 feet along the North Boundary line of said subdivision to the East right of way line of 3500 West Street; thence North 00°16'50" East 363.00 feet; thence North 89°57'49" West 321.00 feet; thence South 00°16'50" West 363.00 feet to said North Boundary line; thence North 89°57'49" West 247.33 feet along said North Boundary line to the East right of way line of Bangerter Highway; thence three (3) courses along said East right of way line as follows: (1) North 14°07'22" West 84.43 feet to the point of curve of a non-tangent curve whose center point bears South 84°03'56" West; (2) Northerly along the arc of a 2,600.67 foot

radius curve to the left a distance of 553.16 feet (Central Angle equals 12°11'12", and Long Chord bears North 12°01'40" West 552.12 feet); and (3) North 18°07'16" West 1,040.81 feet to the South Boundary line of Wildwood Estates No. 2, a residential development in Taylorsville City, Salt Lake County Utah; thence North 89°56'25" East 297.76 feet along said South Boundary line to the Southeast corner of said subdivision; thence North 00°06'28" West 527.77 feet along the East Boundary line of said Whitewood Estates No. 2, to the South line of Willow Bay No. 4, a residential development in Taylorsville City, Salt Lake County Utah; thence North 89°57'17" East 467.91 feet along said South Boundary line to the point of curve of a non-tangent curve whose center point bears North 89°56'53" East; thence Southerly along the arc a 110.00 foot radius curve to the left a distance of 41.09 feet (Central Angle equals 21°24'06", and Long Chord bears South 10°45'10" East 40.85 feet) to the point of curve of a non-tangent curve whose center point bears South 68°32'45" West; thence Southerly along the arc a 140.84 foot radius curve to the right a distance of 52.74 feet (Central Angle equals 21°27'13", and Long Chord bears South 10°43'39" East 52.43 feet); thence due South 25.50 feet; thence due East 10.00 feet to the West Boundary line of Willow Bay No. 5, a residential development in Taylorsville City, Salt Lake County Utah; thence due South 409.75 feet along said West Boundary line to the Southwest corner of said Willow Bay No. 5; thence North 89°57'26" East 1,073.01 feet along the South Boundary line of said Willow Bay No. 5, and the South Boundary line of Willow Bay No. 6, a residential development in Taylorsville City, Salt Lake County Utah to the West Boundary line of Willow Bay No. 7, a residential development in Taylorsville City, Salt Lake County Utah; thence due South 800.00 feet along said West Boundary line to the Southeast corner of said Willow Bay No. 7; thence North 89°57'26" East 1,054.11 feet along the South Boundary line of said Willow Bay No. 7, and the South Boundary line of Willow Bay No. 9, a residential development in Taylorsville City, Salt Lake County Utah to the West right of way line of 3200 West Street; thence South 00°06'34" East 390.85 feet along said West right of way line; thence South 89°53'26" West 396.32 feet to a point of curvature; thence Southwesterly along the arc of a 205.00 foot radius curve to the left a distance of 321.62 feet (Delta Angle equals 89°53'26" and Long Chord bears South 44°56'43" West 289.64 feet); thence due South 48.62 feet to a point of curvature; thence Southerly along the arc of a 230.00 foot radius curve to the right a distance of 63.86 feet (Delta Angle equals 15°54'26" and Long Chord bears South 07°57'13" West 63.65 feet); thence South 00°05'56" East 230.85 feet to the point of a non- tangent curve, of which the radius point lies South 89°54'01" West; thence Southwesterly along the arc of a 50.00 foot radius curve to the right a distance of 83.55 feet (Delta Angle equals 95°44'28" and Long Chord bears South 47°46'15" West 74.16 feet); thence South 00°06'17" East 258.58 feet to the point of a non-tangent curve, of which the radius point lies South 00°30'26" West; thence Southeasterly along the arc of a 40.00 foot radius curve to the right a distance of 45.32 feet (Delta Angle equals 64°55'10" and Long Chord bears South 57°01'59" East 42.94 feet); thence South 24°34'23" East 336.79 feet to a point of curvature; thence Southeasterly along the arc of a 20.00 foot radius curve to the left a distance of 22.83 feet (Delta Angle equals 65°23'26" and Long Chord bears South 57°16'06" East 21.61 feet); thence South 89°57'49" East 249.10 feet to the West line Extended of the Jordan Valley Water Conservancy property; thence due South 213.61 feet along said West line Extended and the West line of said Property to the South line of said Property; thence South 89°57'49" East 56.00 feet along

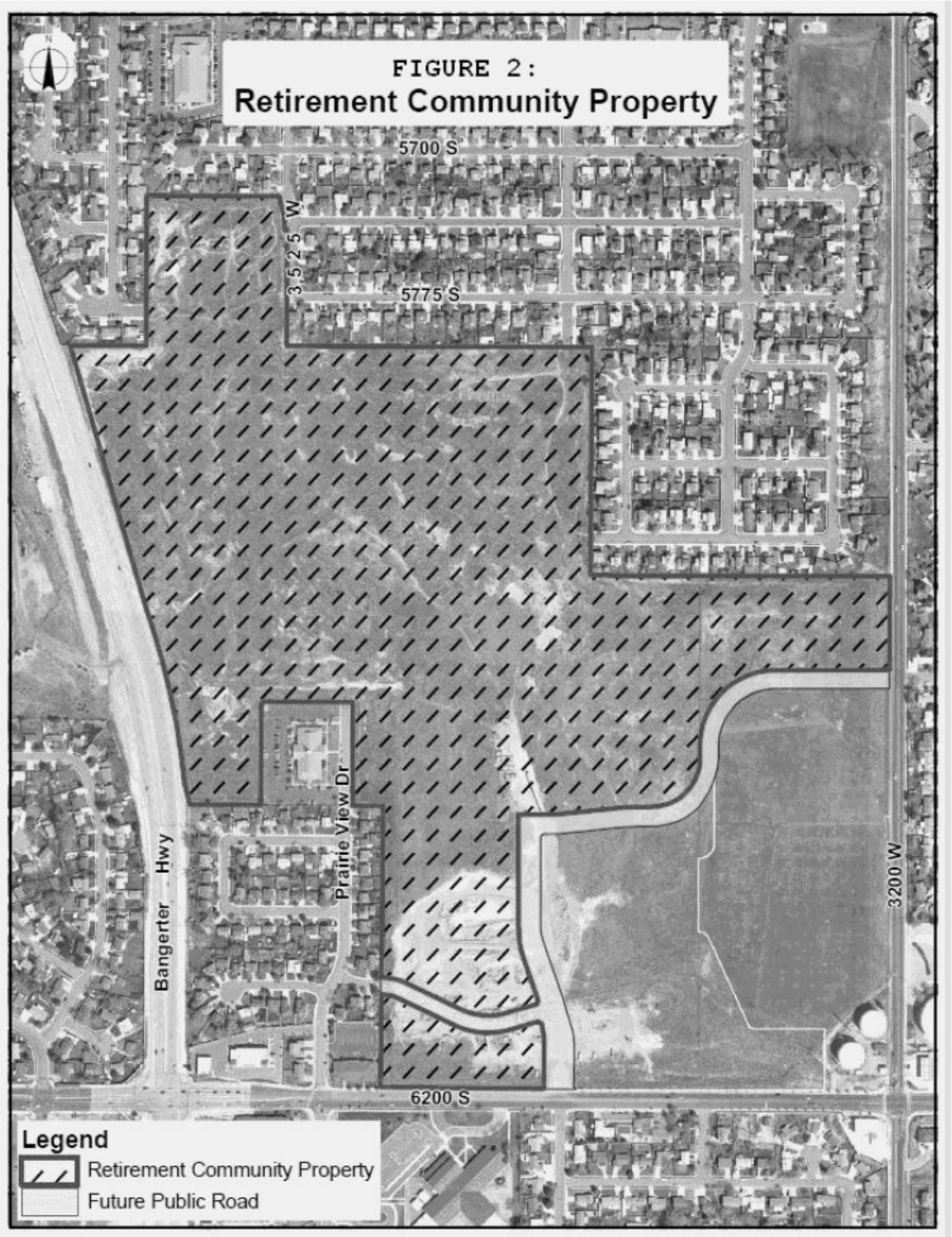
said South line the Northerly right of way line of 6200 South Street; thence South 29°27'10" East 14.89 feet along said Northerly right of way line to the Point of Beginning.

Containing 105.5681 acres, more or less.



There exists two (2) subdistricts within the SSD-X-Bennion Point Zoning District which are referred to in this chapter as "Retirement Community Property" and "Future Development Parcel":

1. Retirement Community Property is hereby defined as illustrated in figure 2 of this section:



2. Future Development Parcel is hereby defined as illustrated in figure 3 of this section:

B. Conflicts: Where a provision in this chapter is in conflict with any other provision of the City Code, the most restrictive requirement shall take precedence and shall apply. Building and Life Safety Codes take precedence over the standards in this chapter in cases where the requirements or this chapter require action in direct conflict with those codes.

Any development within the SSD-X-Bennion Point Zoning District shall meet the requirements of the Americans With Disabilities Act (ADA).

C. Desirable Elements Of Project Design: The City considers the following design features to be desirable elements of development within the SSD-X-Bennion Point Zoning District. The standards set forth in this section intend to facilitate the incorporation of the following features into development projects:

1. Harmonious arrangement of buildings, site landscaping, open space, development amenities, parking, and access driveways with clear visibility of entrances;

2. Quality exterior building materials, colors, surfaces, textures, lighting, and architectural landscape forms;

3. Architectural design treatments, including articulated building footprints to reduce massing and to promote architectural definition and interest;

4. Efficient vehicular, pedestrian and bicycle circulation by way of pedestrian friendly design of interior drives, parking areas, pathways, and sidewalks;

5. Landscaped and screened parking, storage, loading, and service areas;

6. Significant landscape, streetscape and hardscape elements;

7. Structures placed to create opportunities for plazas, courtyards, or gardens/patio areas which can be utilized as pedestrian gathering places and common employee gathering areas with appropriate site furniture and lighting;

8. Enhanced view corridors to open areas and mountain vistas;

9. Site design and site improvements which anticipate the potential re-use of the building(s) for other purposes; and

10. Site and building design which complements the public realm.

D. Unacceptable Elements Of Project Design: The City considers the following design features to be unacceptable elements of development including:

1. Poorly defined site access points;

2. Disjointed parking areas, or confusing or unsafe circulation patterns;

3. Square, "box-like" structures with large, blank, unarticulated wall surfaces;

4. Highly reflective surfaces or repetitious and continuous glazing patterns;

5. Metal siding used as a primary exterior facade treatment;

6. Visible outdoor storage, loading, and equipment areas;

7. Signage which is redundant or out of scale with building architecture; and

8. Site and building design which "turns its back" to the public realm. (Ord. 15-08, 10-21-2015, eff. 7-25-2017)

13.38.030: LAND USE AND DENSITY:

A. Matrix Explanation: Uses permitted under this chapter shall conform to the development standards provided elsewhere in this Development Code, the application procedures for development, and any overlay districts as applicable. Uses permitted as a conditional use shall comply with the requirements for administrative conditional use permits and/or non-administrative conditional use permits as applicable.

> Future development may propose an expansion of uses pursuant to the provisions of subsections 13.19.010C and E of this title. The approval of any additional land uses beyond those allowed in the table below, shall require and be contingent upon the favorable exercise of future legislative discretion by the City Council following all required notice and public hearings before the Planning Commission and City Council. Please refer to subsection 13.38.020A of this chapter for definitions of these subdistricts.

P = Permitted

AC = Administrative conditional

NC = Nonadministrative conditional

S = Special use permit

N = Not permittedB. Table Of Uses:

Land Use

Land Use

Accessory structure	P
Animals (household pets)	P
Assisted living unit	NC
Continuing care retirement community	NC
Continuing care retirement community accessory uses	NC
Home occupation	P
Independent apartment unit	NC
Parking, structure/terrace	AC
Parking, underground	P
Parks, public and private	P
Professional office	NC
Senior apartment units	NC

Skilled nursing care unit	NC
Solar equipment	AC
Wireless telecommunications facility	NC

C. Density

1. Allowable dwelling units per acre shall apply to parcels designated Retirement Community Property and developed with residential units.
2. Density shall be calculated by dividing the total number of dwelling units by the combined acreage of those parcels on which units are developed.
3. The Director is authorized to approve development that results in density within five percent of the allowable units per acre listed below that meets all other standards in this chapter and that achieves the overall intent of the community.

	Minimum Allowable Units Per Acre	Maximum Allowable Units Per Acre
Retirement community property	22	30

(Ord. 15-08, 10-21-2015, eff. 7-25-2017)

13.38.040: ARCHITECTURAL DESIGN:

A. Purpose And Intent: Architectural design seeks to add to community character while providing flexibility to avoid rigid uniformity of design. All elements including the scale and mass of buildings, materials, color, roof styles, door and window openings, and details should be responsive to functional architectural design and promote a cohesive design statement. Property owners and developers are encouraged to employ best practices and innovative design so buildings can be energy efficient to conserve natural resources.

Building masses shall respond to "human scale" with materials and details that are proportionate to human height and provide visual interest at the street and sidewalk level. Buildings shall be reduced in apparent mass or articulated to avoid large monolithic, box-like shapes.

B. Building Relationships And Compatibility: Buildings or portions of buildings shall be oriented on a site to create a strong relationship to the public and private right-of-way and adjacent structures, providing visual continuity and compatibility. Buildings shall be

located to minimize the view of parking and loading areas, outside storage areas, ground mounted mechanical equipment and trash and service enclosures from all adjoining public rights-of-way.

C. Building Heights: Appropriate measures shall be taken into consideration to ensure building heights are compatible with adjacent development (existing or planned). Buildings over thirty five feet (35') in height shall comply with the setback height ratios, established by measuring the ratio of the horizontal distance between any part of a building or structure and the nearest adjacent property line at grade:

Property Line Adjacent To	Height Setback Ratio Horizontal:Vertical
Residential land use (where the building face is parallel to the adjacent residential property line for a distance greater than 90 feet) (see figures 4 and 5 of this section)	2.25:1 feet
Residential land use (where the building face is perpendicular to the adjacent residential property line for a distance less than 90 feet) (see figures 6 and 7 of this section)	1.75:1 feet
Nonresidential land use	0.5:1 feet
Open space	0.5:1 feet
Bangerter Highway	0.5:1 feet

FIGURE 4
Building Face Greater Than 90 Feet

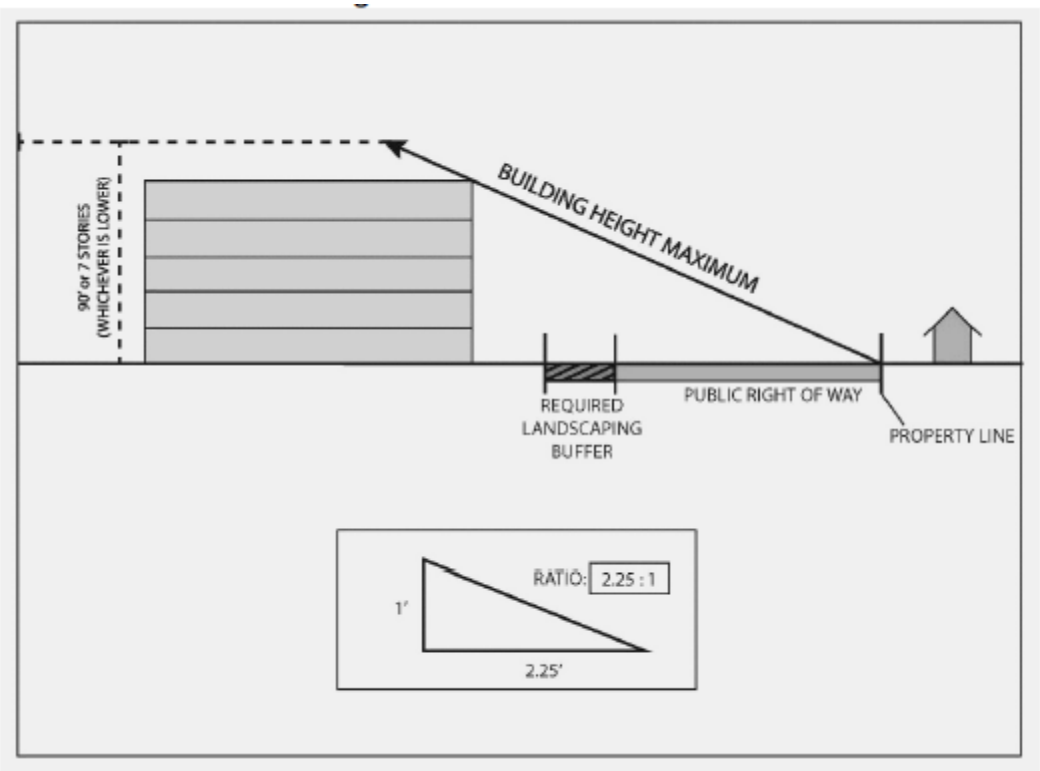


FIGURE 5
Building Face Greater Than 90 Feet

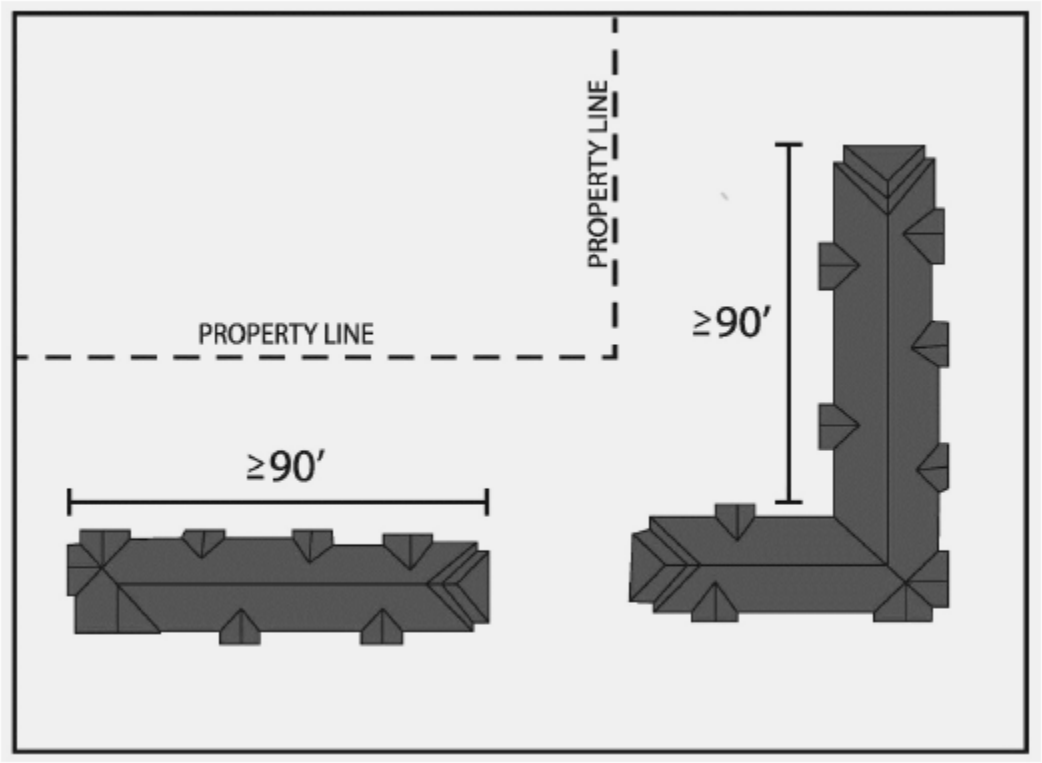


FIGURE 6
Building Face Less Than 90 Feet

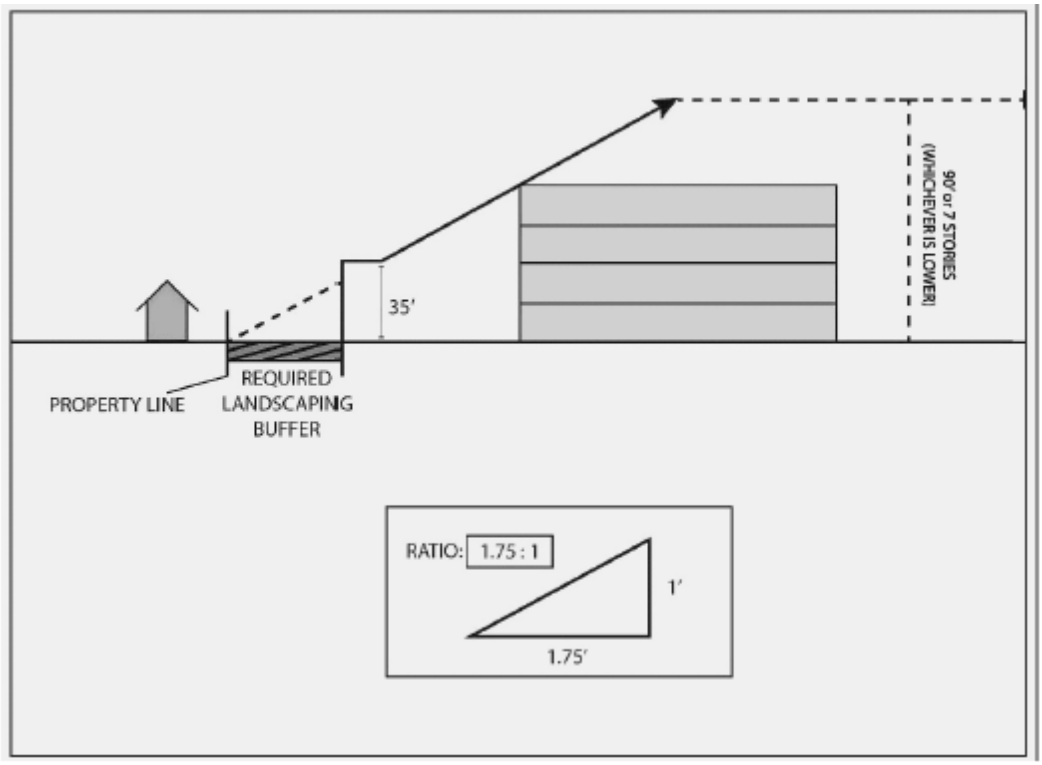
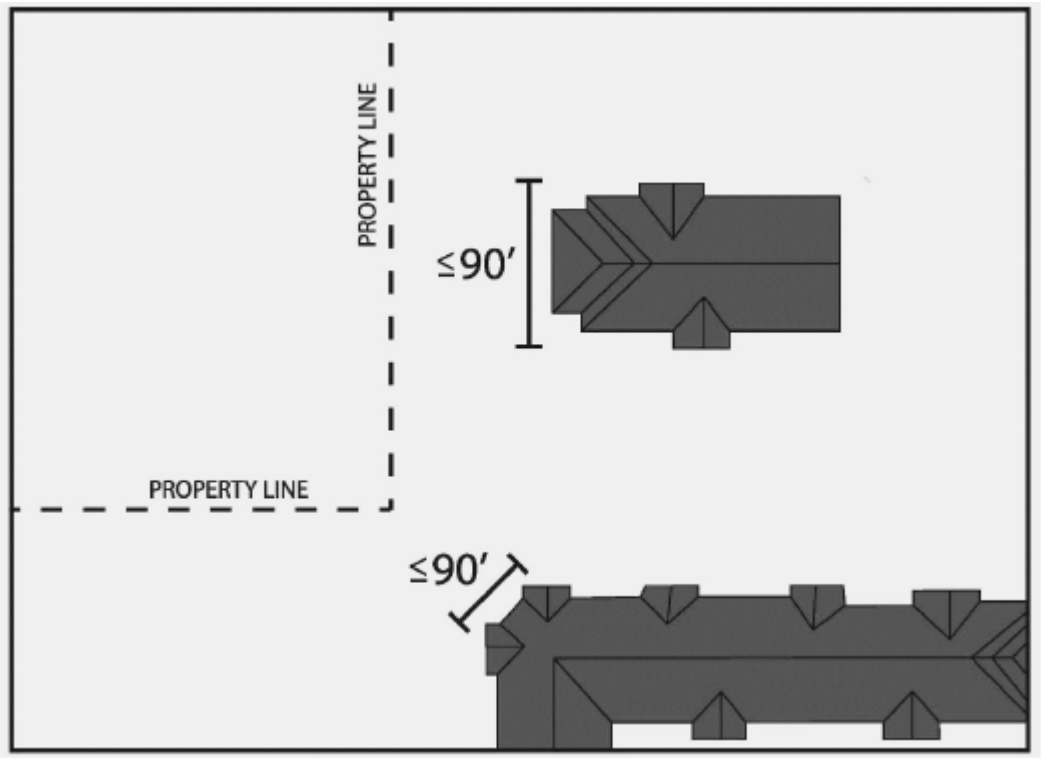


FIGURE 7
Building Face Less Than 90 Feet



1. The maximum height of any structure shall not exceed ninety feet (90') or seven (7) stories above mean ground elevation around the perimeter of the building, whichever is lower.

2. Where a property line is immediately adjacent to a street or public right-of-way, the land use or zoning district of the property immediately across said street or right-of-way will govern the height setback ratio, unless otherwise stated in the above table. For these instances, horizontal distance is measured from the property line across the street (see figure 6 of this section).

D. Building Massing, Forms, And Pedestrian Scale: Buildings shall relate to each other in their massing and forms. Square "boxlike" structures with large, blank, unarticulated wall surfaces are deemed to be unacceptable. Buildings adjacent to pedestrian walks and paths shall have features and patterns that provide visual interest at the scale of the pedestrian which reduces apparent mass and relates to local architectural character.

1. Exterior building walls shall incorporate architectural features and treatments to diminish the building mass. Architectural design shall anticipate the combination of the following techniques or other appropriate techniques to be reviewed and approved by the Planning Commission. Each principal building shall meet the following three (3) standards:

a. Horizontal Articulation: Each facade greater than fifty feet (50') in length, measured horizontally, shall incorporate architectural features such as wall plane projections, recesses, or other building material treatments and textures that visually interrupt the wall plane. No uninterrupted length of any facade may exceed fifty (50) horizontal feet;

b. Vertical Articulation: Each principal building greater than fifty five feet (55') in height shall have a change in cladding material or surface plane. No single cladding material or surface plane (as applicable) may extend for an uninterrupted vertical distance of more than fifty five feet (55'); and

c. Parapet Variation: All facades visible from a public street shall include a parapet that varies in height by at least eighteen inches (18") for each fifty (50) linear feet of facade length. This requirement does not apply to buildings with sloped roofs.

E. Roof Forms And Materials: Rooftops are deemed to contribute to the unified appearance of each development and may be observed from higher areas, ground level, other buildings and roadways.

1. Sloped roofs shall provide articulation and variations a minimum of every seventy five feet (75') in order to break up the massiveness of the roof. Sloped roofs shall include eaves which are at least eighteen inches (18") in width.

2. All parapets shall feature cornice treatments. Parapets shall provide a cap element to demonstrate that the upper edge is the top of the building.

3. Flat roofs shall be screened with parapets on all sides of the building. If no rooftop equipment exists or is proposed, the parapet shall be a minimum of eighteen inches (18") in height relative to the roof.

4. Rooftop penthouse enclosures shall be architecturally compatible and predominately of the same material as the building.

F. Roof-Mounted Mechanical Units: Roof-mounted mechanical units (including evaporative coolers, HVAC units, vents, etc.) shall be located or screened so they are not visible from adjacent public and/or private streets as well as from adjacent properties (unless grade differences make screening impractical). Acceptable roof equipment screening shall be accomplished by:

1. Raising the parapet on all sides of the building to be as high as the highest mechanical unit or vent on the roof; or

2. A secondary roof screening system (stamped and signed by a licensed engineer) to be as high as the highest mechanical unit or vent on the roof; and

a. Secondary roof screens shall include a screen which encloses groups of units rather than each unit individually and shall look like an architectural feature of the overall building;

b. Screens shall be continuously maintained, and incorporated into the design of the building;

c. Screens shall be made of materials and colors which are compatible with the building; and

d. In no case shall wooden, vinyl fences or chain link fencing with or without slats be used as a roof top equipment screen;

3. All roof top mechanical screens shall be shown to scale on all building cross sections and/or architectural building elevations.

G. Building Materials: Exterior materials shall be aesthetically pleasing, high quality, and compatible with nearby structures. Compatibility of building materials is deemed desirable throughout a development project consisting of multiple buildings.

1. Primary building materials shall be limited to no more than four (4) types of materials per building. Stucco (EIFS) surfacing shall not exceed fifty percent (50%) of each building exterior. Exterior windows or glass is included in calculating the overall percentage of the building exterior. On surfaces with more than thirty percent (30%) stucco (EIFS) coverage, a minimum of two (2) colors of stucco (EIFS) shall be provided;

2. The use of exposed concrete, metal, or plastics for storefront facades is not permitted (architectural concrete and metals are acceptable);

3. Metal siding is only permitted as a decorative and/or architectural element;

4. CMU block (smooth, scored, split face, or honed) shall not exceed twenty five percent (25%) of the front building facade and fifty percent (50%) of the sides of buildings which are within public view; and

5. Building exterior materials shall be constructed of high quality materials and shall be factory finished, stained, integrally colored, or otherwise suitably treated.

H. Building Colors: Exterior colors shall be aesthetically pleasing, high quality, and compatible with colors of nearby structures. Multiple buildings on the same site shall share a compatible color palette to unify the development.

1. Color of exterior building materials (excluding accent colors) shall be limited to no more than four (4) major colors per neighborhood within the "Retirement Community Property".

2. Colors shall be composed predominately of earth tones to encourage buildings to blend into the environment. Color tones may vary if found to be compatible with surrounding developments; and

3. Roof colors shall be muted and compatible with the dominant building color.

I. Building Entrances: Primary building entrances shall be easily identifiable and relate to human scale.

1. The main entrance shall be located to be clearly identifiable from primary driveways and drop-offs;

2. Any entrance shall be designed with one or more of the following (see pedestrian mobility, bicycle circulation and parking, subsection 13.38.080B6 of this chapter):

a. Canopy, overhang or arch above the entrance (columns and pillars);

b. Recesses or projections in the building facade surrounding the entrance;

c. Peaked roof or raised parapet structures over the door; or

d. Display windows surrounding the entrance.

3. Any building entrance shall be well-lighted. (See section 13.38.110, "Exterior Site Lighting", of this chapter.)

J. Energy Conservation Measures: Local climate conditions afford the opportunity to take significant advantage of passive and active solar energy applications. Buildings should be designed and sited to maximize the use of solar gain for energy savings, and shall respect the solar access requirements of adjacent (existing and proposed) buildings. Solar equipment is permitted subject to the standards set forth in section 13.11.200 of this title. (Ord. 15-08, 10-21-2015, eff. 7-25-2017)

13.38.050: SITE PLANNING:

A. Purpose And Intent: Buildings shall be located to maximize the presentation of streetscaping and primary building entries to roadways, to provide clear orientation and access for both vehicles and pedestrians, to facilitate internal pedestrian circulation, and to place structures in consideration of the existing built context, the location of adjoining uses, and the location of roads.

B. Building Siting And Orientation: Buildings shall be sited so the character of existing land forms and site features is enhanced; the relationships between buildings are strengthened; and pedestrian and vehicular circulation is facilitated.

1. Sites shall be designed to allow for safe pedestrian access from parking areas to the building(s), from building to building, from the building(s) to adjacent developments and from building(s) to the public sidewalk. Every effort shall be made to minimize the need to walk within the parking lot among cars (see section 13.38.080, "Pedestrian Mobility, Bicycle Circulation And Parking", of this chapter);

2. The main entrance shall generally face the primary street and be easily identifiable from adjoining roadways and primary access drives;

3. Secondary entrances may be located to the side or rear of a building to allow access to available parking;

4. The rear or sides of buildings shall incorporate architectural and landscape screening techniques to mitigate the aesthetic impacts of blank walls, loading areas, storage areas, HVAC units and garbage receptacles (see sections 13.38.040, "Architectural Design", and 13.38.090, "Screen Walls And Fences", of this chapter).

C. Building And Parking Setbacks: A well-landscaped and pedestrian-friendly character along streets which promotes a comfortable walkable environment is highly desirable. To

attain this objective, all buildings and parking shall be set back from property lines and streets/right(s)-of-way a sufficient distance to create a distinct landscape zone between buildings, parking, and adjacent roadways. Setbacks shall be measured from the property line:

Property Line Adjacent To	Building Setbacks	Parking Setbacks
Residential land use	30 feet	20 feet
Nonresidential land use	10 feet	10 feet
Open space	10 feet	10 feet
Public street/right-of-way	10 feet	10 feet
Bangerter Highway	30 feet	30 feet

D. Lot Regulations: Lots shall be of sufficient size and width to assure compliance with all requirements of the Taylorsville City Code.

E. Site Coverage Requirements: Open space and landscaped areas shall be deemed valued amenities. Building, parking, storage, and driveway site coverage within each parcel shall be limited in the following manner:

1. The maximum building, parking, and driveway coverage within each parcel is eighty percent (80%) of the total lot area;

2. The minimum coverage for landscape improvements, pedestrian amenities, and bicycle amenities within each parcel is twenty percent (20%) of the total lot area.

a. Pedestrian amenities include the following: hardscape plazas and walkways and outdoor recreation areas.

b. Bicycle amenities include the following: Dedicated bicycle pathways or lanes completely within the parcel, bicycle parking, bicycle lockers, employee showering and/or changing facilities.

3. Stormwater detention/retention areas may be included in landscape coverage if located fully within the lot, and when those areas are effectively landscaped to satisfy the requirements in this Code. (See subsection F, "Landscape Design", of this section.)

F. Landscape Design:

1. Landscaping Required: Landscaping shall be required within each building site to:

a. Enhance the aesthetics of developments;

b. Create a pedestrian-friendly environment;

c. Break up the mass of buildings;

d. Soften architectural materials;

e. Provide screening of service structures, storage, and loading areas;

f. Enhance the streetscape environment;

g. Define building and parking area entrances;

h. Provide shade and climate control;

i. Control airborne particulates;

j. Provide buffers between incompatible land uses or site areas; and

k. Filter drainage and stormwater runoff from parking areas and streets.

2. Landscaping Zones: This section provides four (4) distinct landscaping zones which correspond to the four (4) major design influences on each site. The landscaping zones include:

a. Perimeter landscaping adjacent to public and private roads;

b. Perimeter landscaping adjacent to abutting property;

c. Parking lot landscaping; and

d. Building, loading, and service area landscaping.

3. Landscaping Regulations:

a. Water Conservation: Water conservation concepts shall be considered in any landscaped area. Generally, the highest intensity of materials, including variety, concentration, and interest, shall be located along a public street and the front or main entrance to a building, while the rear of a property, not abutting a public or private street, may receive a less intensive landscape treatment. Drought tolerant plant species that are native to the region or suitable to this climate are encouraged. The use of overhead spray irrigation in landscape segments less than 8' wide is discouraged.

b. Perimeter Landscaping Adjacent To Public Roads: The corridors along public streets shall provide a visually cohesive open space system. Similar landscape treatments shall be used at all entrances and intersections with appropriate plant materials, massing, spacing, and height characteristics which reinforce the hierarchy of roadways. Planting and grading shall work together to create a variety of experiences along these roadways and to call attention to open space amenities. Perimeter edge treatments establish identity for the project and shall convey a high quality image.

(1) Annual and perennial gardens shall be planted at site entries.

(2) Street tree species shall vary in park strips but shall maintain the desired rhythm of plantings by selecting trees with similar characteristics (i.e., height and branching patterns).

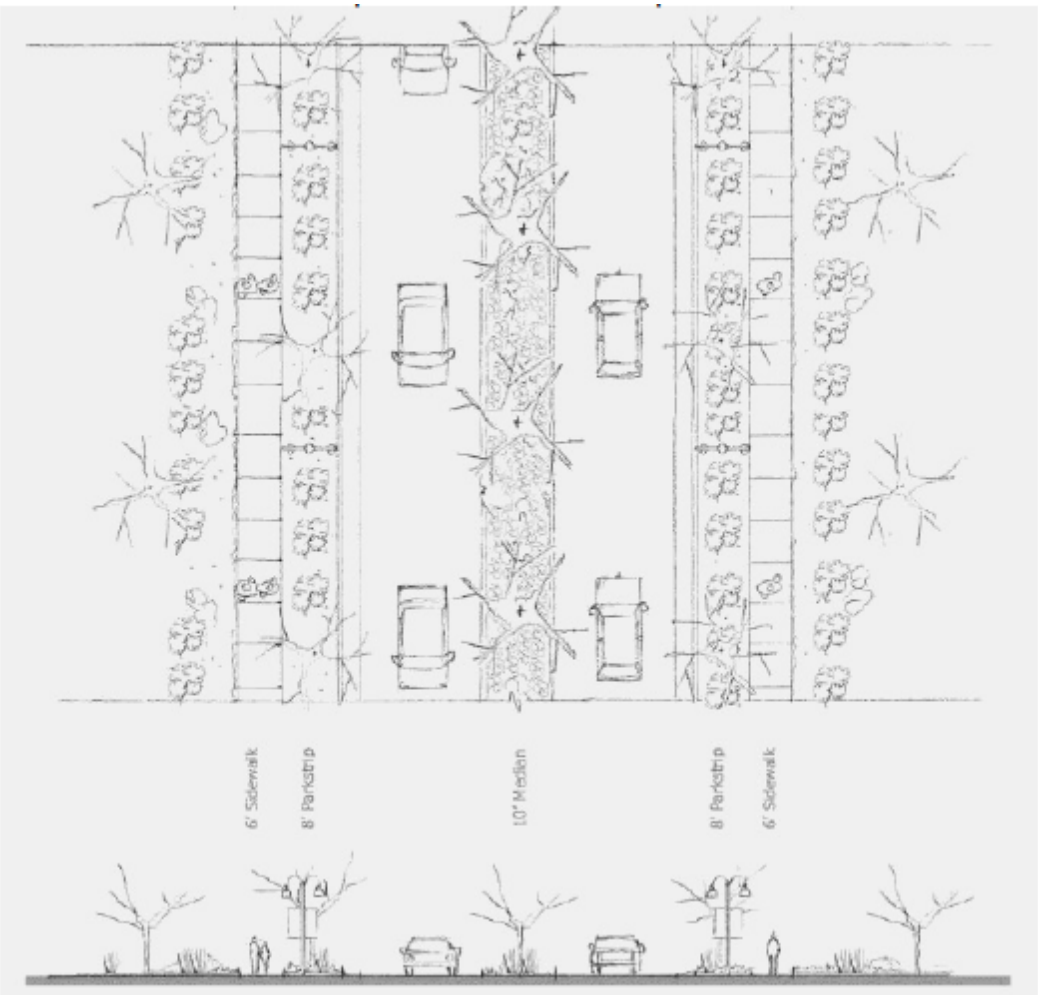
(3) The following standards shall apply to all landscaped medians within the public right-of-way:

(A) Provide a minimum of one (1) canopy tree for every twenty five (25) linear feet of median, or space trees according to best practices.

(B) Flowering plants, shrubs, and ornamental grasses shall be planted within the median at density deemed appropriate by the Planning Commission to provide visual interest and uniformity with the adjacent developments.

(C) A detailed median landscape plan shall be submitted to City staff for review and approval by the Planning Commission (refer to figure 8 of this section for example plan).

FIGURE 8
Example Median Landscape Plan



(4) The following standards shall apply to park strip and sidewalks adjacent to public streets (refer to figure 9 of this section). The Planning Commission may approve

deviations from these standards if topography prohibits the literal application of the following standards:

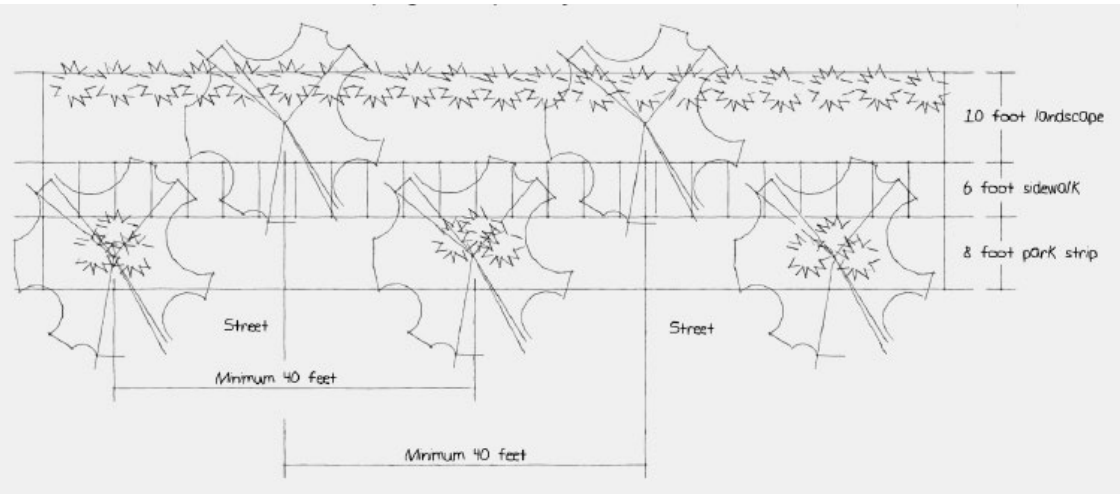
(A) Provide a minimum of one (1) tree per forty (40) linear feet of public street frontage between the sidewalk and curb in a minimum eight foot (8') wide strip.

(B) Provide durable, low growing shrubs/ornamental grasses at a minimum ratio of one (1) shrub/ornamental grass per five (5) linear feet, durable ground covers or a combination of the two between the curb and sidewalk.

(C) Provide an additional one (1) tree per forty (40) linear feet of street frontage within a ten foot (10') landscape buffer outside the sidewalk, internal to the development.

(D) Provide a minimum of one (1) shrub/ornamental grass per five (5) linear feet plus ground cover or turf outside the sidewalk, internal to the development. Turf should be limited in this area and when used shall be planned in a manner that can be efficiently irrigated.

FIGURE 9
Landscaping Example Adjacent To A Public Street



(E) To prevent interference with motorist visibility, parkway trees shall be planted a minimum of three feet (3') from the back of curb. Shrubs/ornamental grasses shall not exceed thirty inches (30") mature height.

(5) Provide adequate shrub plantings to create a dense visual buffer between parking lots and perimeter roadways. Berming may be used in conjunction with vegetation to screen parking areas. Bermed turf areas should be avoided due to their tendency to waste irrigation water.

(6) Raised planters and screen walls are encouraged to provide parking lot screening.

(7) Adequate sight lines shall be maintained for an effective thirty foot (30') sight triangle formed by the intersection of straight lines extended from the back of the curb (or

future curb) and a line connecting them at points thirty feet (30') from the intersection of the curb line, except a reasonable number of trees pruned to permit unobstructed views to automobile drivers. Plants and signage are allowed within the sight triangle if:

(A) Plants do not exceed thirty six inches (36") in height at full maturity; and

(B) Signs do not exceed thirty six inches (36") in height (measured from top of curb height) unless they are eighty percent (80%) or more open.

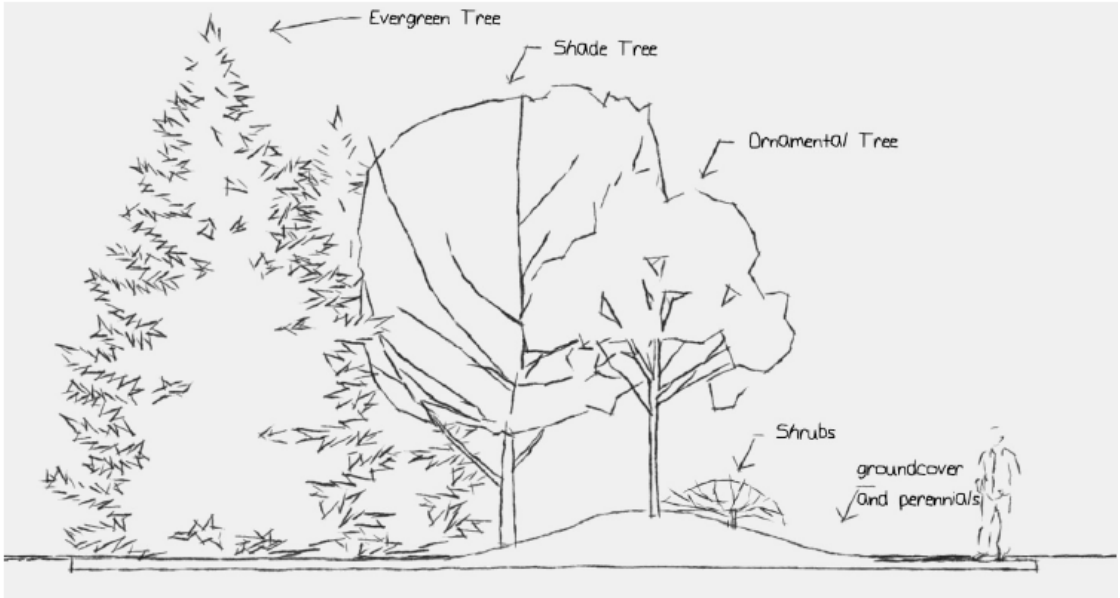
(8) Provide a diversity of landscaping materials at entry drives to development parcels. Therefore:

(A) A minimum of three (3) levels of scale shall be provided, including: shade, evergreen, and/or ornamental trees, shrubs/ornamental grasses, annual and perennial flowers, and ground covers. (See figure 10 of this section.)

(B) Plant clusters which appear as a cohesive visual element, and that complement the overall landscape theme and palette.

(C) Integrate the plant design with the entry sign. Plantings should frame or provide a visual base for the signs.

FIGURE 10
Three Levels of Scale



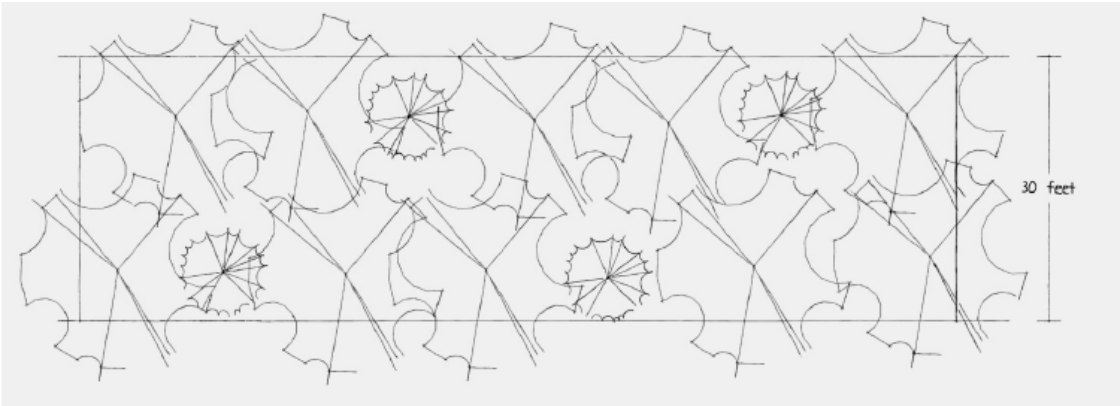
c. Bangerter Highway: For properties abutting Bangerter Highway, a minimum thirty foot (30') wide landscape buffer area shall be provided along property lines (refer to figure 11 of this section). The minimum number of plants required within the landscape buffer is calculated by determining the length (in feet) of the property line(s) for which a buffer is required, dividing by 100 and then multiplying by the number of plants shown below:

(1) Canopy trees: Ten (10);

(2) Understory or evergreen trees: Four (4); and

(3) Evergreen trees and shrubs/ornamental grasses shall be implemented into the landscape design to provide adequate screening during all seasons.

FIGURE 11
30' Landscape Buffer Adjacent To Bangerter Highway



d. Perimeter Landscaping Adjacent To Abutting Property: A visual buffer shall be provided between land uses to accomplish transitions and to mitigate potential conflicts between dissimilar uses. The provisions of this section require the following:

(1) Abutting a residential land use: A minimum thirty foot (30') wide landscape buffer area shall be provided along property lines (refer to figure 12 of this section). Where parking areas are effectively screened and adjacent to abutting residential property, the landscape buffer may be reduced to twenty feet (20'). The minimum number of plants required within the landscape buffer is calculated by determining the length (in feet) of the property line(s) for which a buffer is required, dividing by 100 and then multiplying by the number of plants shown below:

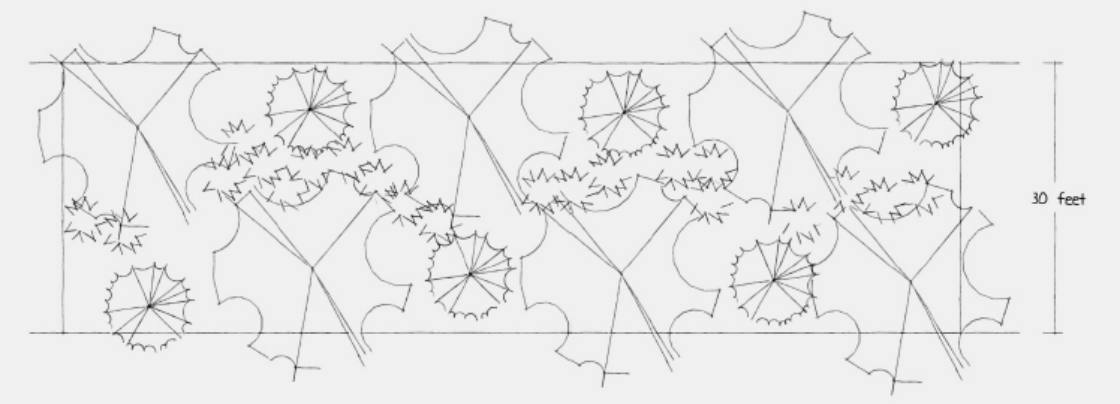
(A) Where a thirty foot (30') landscape buffer is required:

(i) Canopy trees: Six (6); and

(ii) Understory or evergreen trees: Six (6); and

(iii) Deciduous or evergreen shrubs/ornamental grasses: Twenty two (22).

FIGURE 12
30' Landscape Buffer Adjacent To Residential Land Use



(B) Where a twenty foot (20') landscape buffer is required (refer to figure 13 of this section):

(i) Canopy trees: Five (5); and

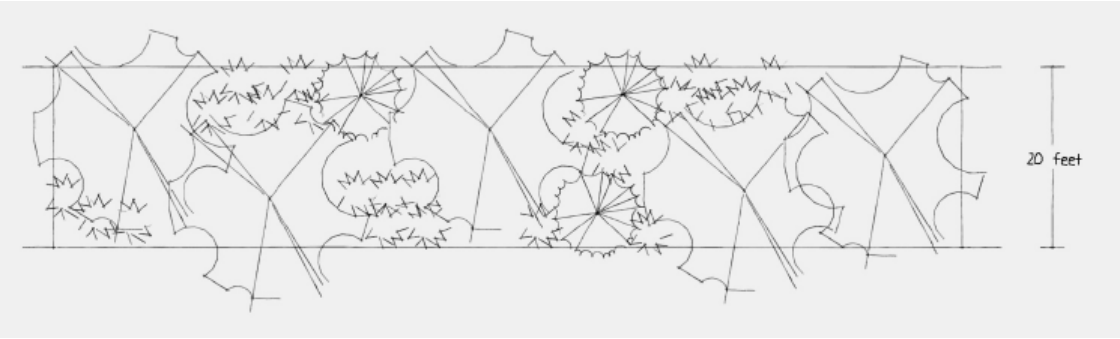
(ii) Understory or evergreen trees: Three (3); and

(iii) Deciduous or evergreen shrubs/ornamental grasses: Twenty two (22).

(C) Evergreen trees and shrubs/ornamental grasses shall be implemented into the landscape design to provide adequate screening during all seasons.

(D) Berm(s) with a maximum 3:1 slope for sod areas or 2:1 for mulched areas shall be incorporated into the landscape buffer design.

FIGURE 13
20' Landscape Buffer Adjacent To Residential Land Use



(2) Abutting public open space: A minimum ten foot (10') wide landscape buffer area shall be provided along property lines (refer to figure 14 of this section). The minimum number of plants required within the landscape buffer is calculated by determining the length (in feet) of the property line(s) for which a buffer is required, dividing by 100 and then multiplying by the number of plants shown below:

(A) Canopy trees: Four (4);

(B) Understory or evergreen trees: Two (2);

(C) Deciduous or evergreen shrubs/ornamental grasses: Eleven (11);

(D) Evergreen trees and shrubs/ornamental grasses shall be implemented into the landscape design to provide adequate screening during all seasons.

(3) Abutting a nonresidential zoning district: A minimum ten foot (10') wide landscape buffer area shall be provided along property lines (refer to figure 14 of this section). This may not apply to internal property boundaries within a multiple-lot development to the extent the lots are developed under a single master plan. The minimum number of plants required within the landscape buffer is calculated by determining the length (in feet) of the property line(s) for which a buffer is required, dividing by 100 and then multiplying by the number of plants shown below:

(A) Canopy trees: Four (4);

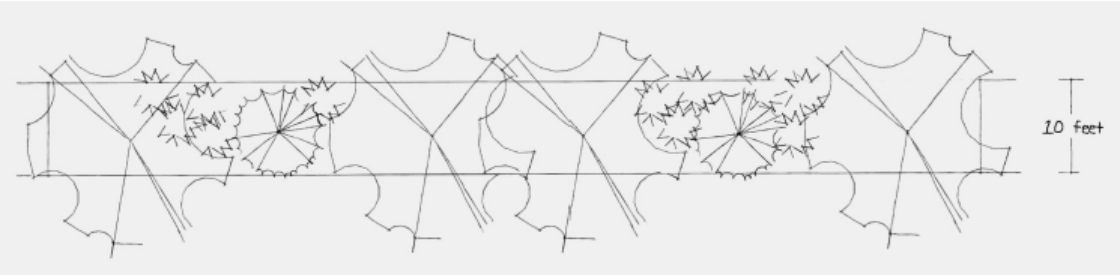
(B) Understory or evergreen trees: Two (2); and

(C) Deciduous or evergreen shrubs/ornamental grasses: Eleven (11).

(D) Berm(s) with a maximum 3:1 slope for sod areas or 2:1 for mulched areas shall be incorporated into the landscape buffer design.

(E) Evergreen trees and shrubs/ornamental grasses shall be implemented into the landscape design to provide adequate screening during all seasons.

FIGURE 14
10' Landscape Buffer Adjacent To Nonresidential Land Use Or Open Space



e. Parking Lot Landscaping: Parking lots shall be designed to blend with each building site's character using landscape plantings and grading, and not be readily visible from public rights-of-way. The provisions of this section require the following:

(1) Landscape Islands On Double Rows Of Parking:

(A) There shall be one (1) landscaped island a minimum of nine feet (9') wide and equal to the length of the parking spaces on each end of the parking rows, with an additional island every twentieth parking stall in the same row where each island has a minimum of two (2) trees and eight (8) shrubs/ornamental grasses per tree; and

(B) There shall be one (1) tree diamond (minimum 5' x 5') every third parking stall in the same row (see figure 15 of this section); or

(C) A landscaped median between parking rows a minimum of eight feet (8') wide with one (1) tree every twenty five (25) linear feet with eight (8) shrubs/ornamental grasses per tree (see figure 16 of this section).

FIGURE 15
Parking Lot Tree Diamond Example

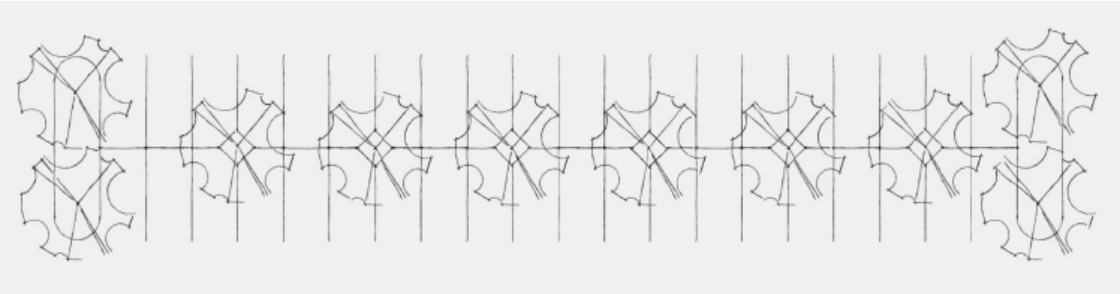
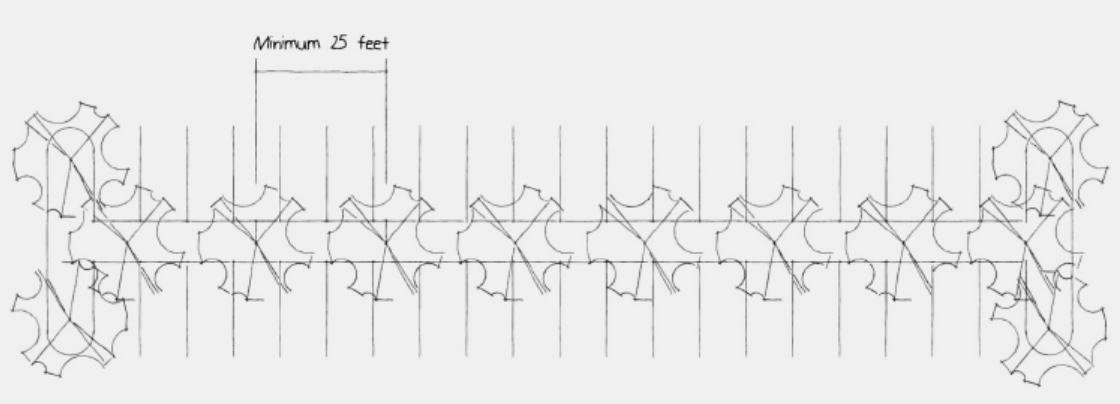


FIGURE 16
Parking Lot 8 Foot Landscape Median Example



(2) Landscape Islands On Single Rows Of Parking: On single rows of parking or where parking abuts a sidewalk, there shall be one (1) landscape island a minimum of nine feet (9') wide and equal to the length of the parking space on each end of the parking row with an additional island every twentieth stall in the same row where each island has a minimum of one (1) tree and eight (8) shrubs/ornamental grasses.

(3) Landscape Islands At Ends Of Parking Rows:

(A) Landscaped islands at the ends of parking rows shall be placed and shaped in such a manner as to help direct traffic through the parking area; and

(B) There shall be a break in parking rows every thirtieth parking stall in the same row for the purpose of facilitating traffic circulation on the site via drive aisles.

(4) Landscaped Medians:

(A) Place landscape medians a minimum of ten feet (10') wide between every other parking aisle in lots with one hundred (100) or more parking stalls. Landscape

medians shall include a minimum six foot (6') wide sidewalk with a minimum two foot (2') landscaped area on either side. For instances where parking rows are parallel with the primary building facade, a minimum six foot (6') wide pedestrian walkway shall be provided to link the parking area to the building entrance.

(B) Provide a minimum of one (1) canopy shade tree for each twenty five (25) linear feet of median, or according to best practices.

(C) Each landscape median shall have either a minimum of ten (10) shrubs/ornamental grasses per thirty (30) linear feet and/or a durable and hardy ground cover.

(5) Forward Motion Parking: Where forward motion parking occurs, all shrubs/ornamental grasses shall be located at a minimum of three feet (3') from the edge of the parking lot curb.

(6) Exception: No landscaped area within a parking lot shall be less than one hundred (100) square feet with the exception of a tree diamond.

f. Building Site Landscaping: The coordination of landscape design for individual building sites is deemed essential for creating a consistent, high-quality character, which coordinated design unifies the various buildings and strengthens the cohesiveness of the development. It shall be required to:

(1) Except where features such as arcades, entry ways, or pedestrian plazas are part of the facade, provide a six foot (6') wide planting bed between the front facade of the building and the adjacent pedestrian walkway.

g. Landscape Irrigation/Water Conservation: Reasonable effort shall be made to conserve water by utilizing alternative means for maintaining a suitable landscape environment. Low water use and water conservation concepts may be incorporated into the landscape design of each development without compromising the intent to establish significant visual amenities through landscaping. The use of overhead spray irrigation in landscape segments less than 8’ wide is discouraged.

h. Landscape Standards And Plant Material Selection: Random spotting of many different plant types is deemed inappropriate. Planting shall reinforce the site planning concepts and complement architectural forms. The following provisions shall govern this section:

(1) Any landscape plans shall be prepared by a licensed professional.

(2) The installation of any landscaping shall be done by a licensed landscape contractor.

(3) Artificial plants of any type, size or color are prohibited as exterior landscaping within any lot.

(4) Mulching:

(A) Any planting bed may be mulched with wood, decorative rock, or other ground cover approved by the Director to stabilize soils, control erosion, and conserve water use; and

(B) A minimum of one (1) shrub/ornamental grass per twenty five (25) square feet of wood mulch, decorative rock, or other approved ground cover shall be provided; and

(C) Rock mulch shall vary in size and coloration, but is restricted to less than three inches (3") in size.

(5) Use of landscape or weed barrier fabric shall be required within all planter beds and mulched areas to control weeds.

(6) Parking is prohibited within landscaped areas on a site.

(7) Please contact the Taylorsville Community Development Department for a list of recommended plant materials.

i. Plant Size Standards: An immediate landscape impact is deemed desirable within any development thereby incorporating minimum plant-size standards. Height and caliper shall be measured by ANSI Standard Z60.1.

Deciduous shade/canopy trees	2.0" caliper
Ornamental trees	2.0" caliper
Evergreen trees	6' - 8' height
Multi-stem ornamentals	8' - 10' height
Shrubs	50% shall be 5 gallon container
Ornamental grasses	50% shall be 1 gallon container
Vines	1 gallon container
Ground cover/perennials	21/4" pots

j. Landscape Maintenance And Replacement: The property owner shall be responsible for providing, protecting and maintaining landscaping in a healthy and growing condition. The following requirements shall be noted on the landscape plan:

(1) The property owner shall remove and replace dead or diseased plant materials within reasonable time or within one (1) month, with the same type, size and quantity of plant material as originally installed unless incompatible with the soil or weather conditions; and

(2) Landscape materials located in the public right-of-way shall be maintained by the abutting property owner or as defined in the development agreement.

k. Site Furniture And Features: Site furnishings include benches, waste receptacles, planters, railings and bollards. Visual consistency of these elements is desired throughout each development. All components of outdoor site furniture should be low maintenance, highly durable and resistant to vandalism, graffiti, and theft.

(1) Outdoor Seating:

(A) Use outdoor seating that is comfortable, attractive, durable and easy to maintain.

(B) Locate benches at major building entryways, drop-off areas, transit stops, pedestrian courtyards and plazas.

(2) Planters And Waste Receptacles:

(A) Design planters and waste receptacles to coordinate with other furniture.

(B) Use materials and colors similar to those used for benches.

(3) Tree Grates:

(A) Use of tree grates is discouraged unless used in conjunction with structural soils. If necessary, use tree grates to prevent excessive soil compaction and to give added interest to the pavement.

(B) Choose tree grates that are fabricated of a strong, durable material. In areas which receive heavy use, tree guards may be appropriate to give added protection to young trees.

G. Utilities And Mechanical Equipment: The visual and noise impacts of utilities and mechanical equipment shall be mitigated in the following manner and shall apply to all public and private rights-of-way and pedestrian areas within the development:

1. All new permanent utility lines shall be installed underground;

2. Abandoned utility boxes, meters and pedestals shall be removed;

3. Damaged utility boxes, meters, and pedestals shall be repaired;

4. Utility box and pedestals shall be placed such that they do not block pedestrian travel or required visibility triangles at street intersections and driveways;

5. Utility boxes, pedestals, and meter panels shall be painted to blend in with its immediate surroundings. All utility boxes and meter panels on walls shall be painted to match the building walls (subject to utility company approvals); and

6. All utility boxes and pedestals shall be screened from view by means of vegetation or enclosures to minimize visual and auditory impacts. Such enclosures or landscaping treatments shall be consistent with the design theme of the development.

H. Service, Refuse, Delivery, And Storage Areas: Service, delivery, refuse and storage areas shall not be visually obtrusive. The visual impact of such areas shall be minimized;

especially views of such areas from public or private roadways, pedestrian walkways, and pedestrian bikeways. The following shall apply:

1. Locate service, delivery, and storage areas a minimum of twenty feet (20') from any public right-of-way in areas of low visibility, such as the non-street side or the rear of buildings.

2. Such areas and other similar uses shall be oriented toward service access and away from all adjoining roadways, pedestrian walkways, and pedestrian bikeways unless adequately screened (see section 13.38.090, "Screen Walls And Fences", of this chapter).

3. Service entrances and trash dumpsters shall be screened from public streets, pedestrian gathering areas and primary entrances with fencing, walls and/or landscaping. If fencing or walls are used they shall be made of materials employed elsewhere on the building or site.

4. Refuse collection areas shall be designed to include the screening of large items (e.g., skids and pallets) as well as trash bin(s) to accommodate the primary land use which they serve.

5. Only items which are associated with the specific operation or land use occupying the building may be kept in refuse collection areas. (Ord. 15-08, 10-21-2015, eff. 7-25-2017)

13.38.060: GRADING AND DRAINAGE:

A. Water Quality Control Plus Drainage: All projects shall implement appropriate measures to mitigate negative impacts on the storm sewer system and adjacent waterways and properties. Stormwater retention is encouraged on site when possible. Water quality control and drainage proposals shall be approved by the City Engineer.

B. Site Grading And Excavation: Buildings shall be designed to relate to existing grade conditions and to minimize cut-and-fill on-site. The following shall apply:

1. Site grading designs shall allow for easy pedestrian access from sidewalks, pathways, trails, and parking areas.

2. Where building foundation walls are exposed, they shall be faced with a decorative material such as brick or stone.

3. Modification to existing site topography shall be permitted where and to the extent that it contributes to good design and shall be executed in such a manner to avoid drainage impacts (such as erosion and road damage), both on-site and downstream. (Ord. 15-08, 10-21-2015, eff. 7-25-2017)

13.38.070: VEHICULAR CIRCULATION AND PARKING:

A. Purpose And Intent: The on-site vehicular circulation and parking system is deemed a critical factor in the safety and success of any development. The parking/access/circulation systems provide for the safe, efficient, convenient, and functional movement of multiple modes of transportation both on and off the site where pedestrian/bicycle/vehicle conflicts are minimized. The site planning process shall make provisions for alternate modes of transportation, including public transit, bicycles and pedestrian movement.

B. Vehicular Access: The City shall promote the safety and mobility of through-traffic by minimizing the number of access points to private property from public streets, which shall include the following measures:

1. Driveways shall be not less than twelve feet (12') wide for one way travel, nor more than thirty five feet (35') in width for two way travel. A wider driveway may be required by applicable fire authority. The curb opening or width of each driveway shall be defined as the throat width of the driveway at the inside point of the curb transition radius at the top face of the curb.

2. The number of driveways per street frontage for a lot is determined by the length of the lot frontage, as measured at the front property line. Lots shall be permitted access onto the adjacent streets according to their functional classification as follows:

a. Arterial: One (1) driveway per eight hundred feet (800') of street frontage, not to exceed two (2) driveways; or if the lot has less than eight hundred feet (800') of street frontage, one (1) driveway per lot;

b. Collector: One (1) driveway per three hundred feet (300') of street frontage, not to exceed three (3) driveways; or if the lot has less than three hundred feet (300') of street frontage, one (1) driveway per lot;

c. Local or private street: One (1) driveway per building lot, not to exceed two (2) driveways; and

d. Additional driveways may be permitted when a capacity or safety need for more than one (1) driveway opening can be demonstrated to the City Transportation Engineer. This may be determined on a case by case basis.

3. No driveway shall be closer than fifty feet (50') to the point of the intersection of two (2) property lines at any corner of two (2) local or private streets as measured along the property line.

4. No driveway shall be closer than one hundred fifty feet (150') to the point of intersection of two (2) property lines at any corner where either street is a major collector or arterial as measured along the property line.

5. Driveways on the same side of a street shall be separated by a minimum one hundred foot (100') distance.

6. The City Engineer shall review and may approve or deny deviations to the driveway separation standards based upon a site visit and review of items including, but not limited to:

a. Safety;

b. Alternative access points and potential for reciprocal/shared access;

c. Sight lines; and

d. Impact on traffic flow.

7. Shared driveways located on the property line of two (2) building lots require evidence that an access easement is in place providing for joint use of the shared driveway.

8. When a development is built in phases, each phase shall include the minimum number of parking stalls, necessary driveways, and access points required for the uses proposed in that phase of construction.

9. The perimeter of all paved surfaces shall be finished with six inch (6") high concrete curbing with handicap ramps, where necessary.

10. Where an entry gate or guardhouse controls vehicle access or egress, a stacking lane shall be provided as required by the City Engineer. The stacking lane shall not interfere with maneuvering, traffic flow of aisles, streets, bike paths, parking spaces and sidewalks.

C. Vehicular Circulation: Projects with multiple building sites or parcels shall include a hierarchy of internal roadways such as: 1) internal collector; 2) internal drives; 3) parking aisles; and 4) service drives. The street, access and parking network shall provide for the smooth, safe, convenient and functional movement of all modes of transportation, including vehicles, public transit, bikes and pedestrians, which shall include the following measures:

1. Where dead-end pathways, sidewalks, bikeways, or "stub streets" terminate at a property line, linkages shall be provided to connect developments with surrounding areas. This requirement may be waived by the Planning Commission for private developments which include a secure and gated access entry point(s).

2. Truck and vehicle backing from a public street onto the site for loading or any other purpose shall be prohibited; and

3. Vehicle circulation routes requiring movement onto a public street in order to move from one area to another on the same building site shall be prohibited.

D. Service/Delivery And Emergency Access: Service circulation within a development shall be designed to provide safe movements for all anticipated vehicles. The design of individual lots to accommodate truck access shall meet all regulatory requirements for turning radii without sacrificing other standards.

1. Lots shall include the necessary dimensions for the on-site maneuvering of refuse vehicles and firetrucks as determined by the City Engineer and applicable fire authority; a minimum twenty foot (20') wide, unobstructed driveway, lane, or other access way and turnaround may be required for this purpose;

2. No off site maneuvering is permitted;

3. At least one (1) off street loading space shall be provided and maintained on the same lot with every building or part thereof having a gross floor area of ten thousand (10,000) square feet or more, that is to be occupied by a commercial or industrial use, to or from which delivery of materials or merchandise are regularly made by a motor vehicle;

4. Off street loading spaces may not block use of required parking space areas of site or adjacent sites; and

5. Each loading area shall be not less than twelve feet (12') wide, twenty five feet (25') long, and if enclosed or covered, fourteen feet (14') high. Adequate turning and maneuvering space must be provided on the site.

E. Parking Lots: Vehicle parking shall be provided to meet the location and quantity requirements of specific uses without detracting from the creation of attractive pedestrian environments in the following manner:

1. Parking lots shall be designed with a hierarchy of circulation: a) internal collector; b) internal drives; c) parking aisles; and d) service drives (if applicable).

2. The periphery of all surface parking areas shall be designed to screen automobiles from view from a public or private street. A developer may screen using one (1) or a combination of the following techniques:

a. Decorative walls up to three feet (3') in height;

b. A combination of berming and vegetation which provides a dense visual buffer.

3. Parking areas with two hundred (200) or more parking stalls shall be divided by buildings or a landscaped area(s) which are a minimum of ten feet (10') wide and the length of the parking area being divided.

4. Adequate space for unimpeded turn-around shall be provided at dead-end aisles.

5. Parking areas shall incorporate pedestrian walkways in a manner that links buildings to the street sidewalk system by either a raised concrete walkway or pedestrian plaza and landscaped strip (see pedestrian mobility, bicycle circulation and parking, subsection 13.38.080B of this chapter).

6. Each parking space shall comply with the following parking stall dimensions:

a. Minimum parking layout dimensions:

Label

Design Component

Parking Angle

0°

(Parallel)

30°

45°

60°

90°

Label

Design Component

Parking Angle

0°

(Parallel)

30°

45°

60°

90°

A

Stall width

9'(8')1

9'

9'

9'

9'

B

Stall length

22'

18'

18'

18'

18'

C

Stall width parallel to aisle

n/a

18'0"

12'9"

10'5"

9'0"

D

Stall depth to curb or wall

n/a

16'10"

19'1"

20'1"

18'0"

E

Stall depth to interlock

n/a

12'11"

15'11"

17'10"

18'0"

F

Aisle width2

One-way

13'

14'

16'

19'

n/a

Two-way

24'

22'

24'

24'

26'

G

Module width

One-way aisle

n/a

43'9"

51'0"

46'11"

n/a

Wall/curb to interlock

Two-way aisle

n/a

51'9"

59'0"

61'11"

62'0"

H

Module width

One-way aisle

n/a

39'10"

47'10"

54'8"

n/a

Interlock to interlock

Two-way aisle

n/a

47'10"

55'10"

59'8"

62'0"

Not shown in figure 3

Module width

One-way aisle

31'0"

47'8"

54'2"

59'2"

n/a

Wall/curb to wall/curb

Two-way aisle

42'0"

55'8"

62'2"

64'2"

62'0"

I

Cross aisle width2

One-way

15'

15'

15'

15'

15'

Two-way

22'

22'

22'

22'

22'

Notes:

1. 8 foot width applies to on-street parking stalls.

2. The Director may require greater aisle width due to emergency equipment needs. Aisles less than 24 feet shall not be designated as fire access.

n/a Not applicable.

FIGURE 17
Reference Drawing For Minimum Parking Layout Dimensions

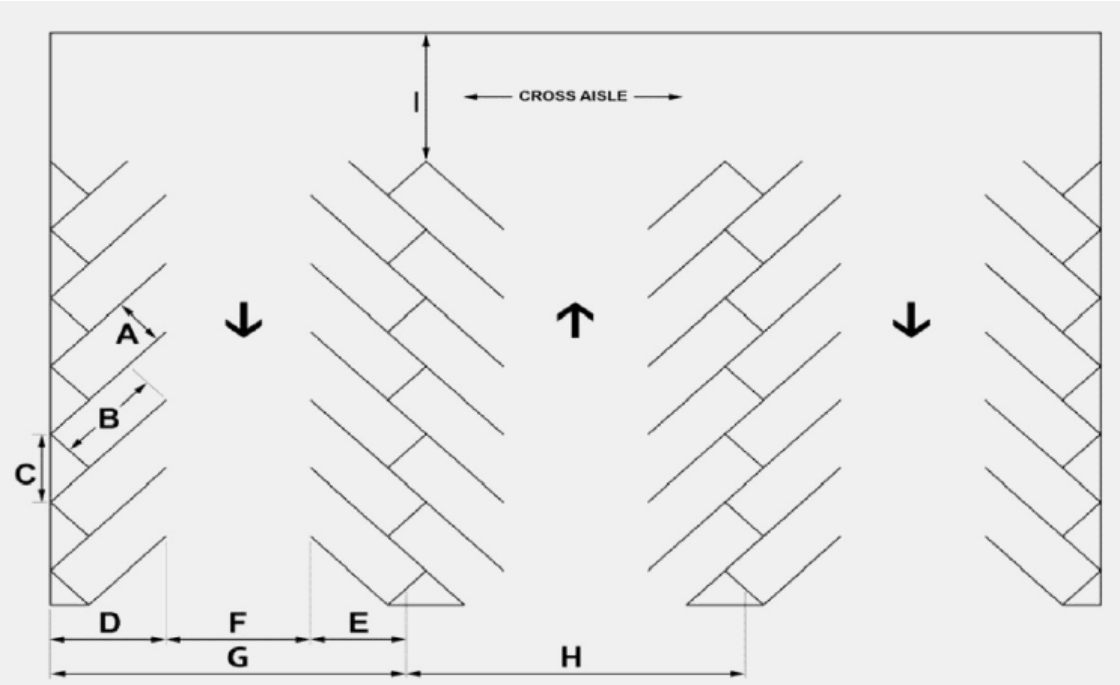


FIGURE 18
Minimum Dimensions For Common Parking Lot Layouts

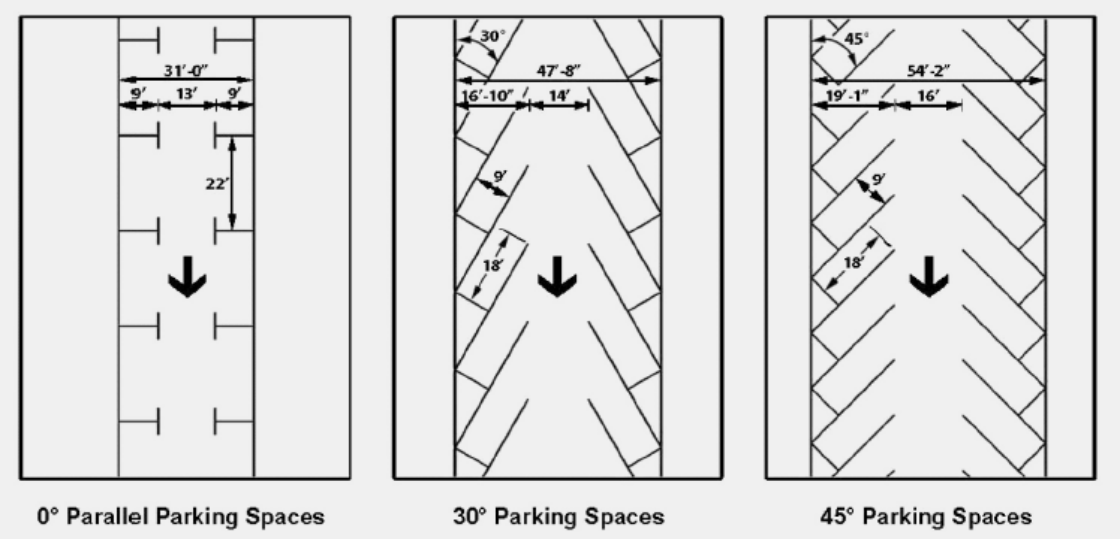
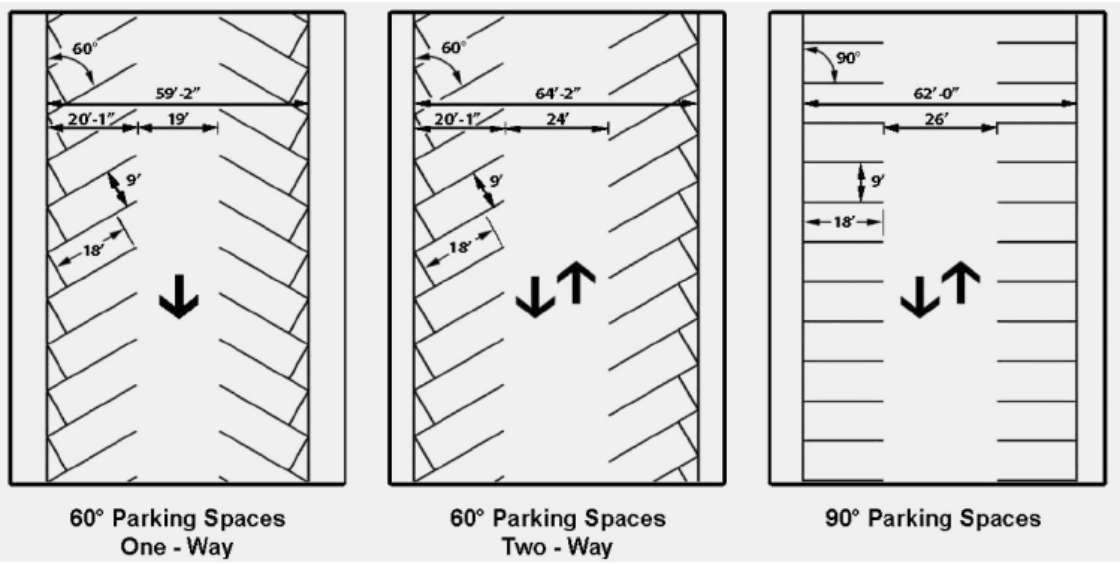


FIGURE 19
Minimum Dimensions For Common Parking Lot Layouts



7. An appropriate number of handicap spaces shall be provided on the building site as provided in section 13.24.070 of this title.

8. On-street parking spaces immediately adjacent to the site may be credited toward parking requirements if such parking is identified and approved during the site plan review and approval process; and

9. For parking lot landscaping standards, see landscape design, subsection 13.38.050F3e of this chapter.

10. Minimum and maximum parking ratio parking requirements shall be met as provided in the following table:

Land Use	Minimum Parking Ratio	Maximum Parking Ratio
Nursing home or other similar uses	0.25 stall per bed, plus 1 per employee on a peak shift	0.25 stall per bed, plus 1 per employee on a peak shift
Professional office	3.0 spaces per 1,000 square feet of floor area	4.0 spaces per 1,000 square feet of floor area
Senior citizen (assisted)	1 stall per 2 dwelling or sleeping units	1 stall per 2 dwelling or sleeping units
Senior citizen (independent)	1 stall per dwelling unit (20% of stalls shall be covered)	1.5 stalls per dwelling unit (20% of stalls shall be covered)

11. The maximum number of parking stalls on a site may be increased by twenty five percent (25%) subject to the following:

a. A minimum of twenty percent (20%) of the total parking area is landscaped; and

b. A tree to parking stall ratio of 0.25 to 1 is provided within the parking area; or

c. A minimum of twenty five percent (25%) of the total parking stalls on site are within a parking structure or below grade.

12. The minimum number of parking stalls on a site may be decreased subject to the following:

a. The number of stalls required for a site may be decreased by twenty percent (20%) if a minimum of twenty percent (20%) of the total parking area is landscaped; and

b. A tree to parking stall ratio of 0.25 to 1 is provided within the parking area; or

c. A minimum of twenty five percent (25%) of the total parking stalls on site are within a parking structure or below grade; or

d. If a transit shelter, bus turn-around, or other transit improvement is provided which satisfies City standards and provides seating and shelter, the minimum parking requirement may be reduced by five percent (5%). To qualify, the land use requesting the decrease shall be located within six hundred feet (600') of a transit stop with a maximum thirty (30) minute headway. Installation of transit facilities requires written approval from the transit agency.

13. All parking or service areas shall be paved with a solid surface and shall be arranged and striped to provide orderly and safe loading, unloading, and parking of vehicles. The City Engineer and Community Development Director shall review and may approve or deny other types of surfacing materials.

14. Parking lot striping shall be maintained on a regular basis so that striping is visible for the safe ingress/egress and parking of vehicles.

15. Notwithstanding any other parking requirements provided in this chapter, when land uses occupy the same lot or adjacent lots, the total number of off street parking spaces required for each use may be combined and shared. A proposal for sharing off street parking shall be presented to the Community Development Director. If the proposal involves the accommodation of more than ten (10) parking spaces (total accumulated spaces required for all involved uses), the Director may present the proposal to the Planning Commission for site plan review. In order to qualify for shared parking, applicants shall present the following:

a. The location and identity of each use that will share the facility.

b. The total parking requirement for each use.

c. The projected hours of operation of each use and the hours during which the peak parking demand will be experienced.

d. The number of existing and/or proposed parking spaces.

e. A site plan that provides for a distance of no greater than five hundred feet (500') from the nearest entrance of each use to the nearest edge of the parking facility.

f. A site plan that demonstrates that the proposed shared parking facility will comply with all standards required by this Code for parking lot development.

F. Parking Structures And Parking Beneath Buildings: The appearance of parking structures, whether freestanding or attached, shall relate to the buildings they serve and contribute to the character of the development. The incorporation of parking structures in a commercial development is encouraged in order to minimize site coverage. The following standards shall apply:

1. The general architectural criteria shall apply to all parking structures (see section 13.38.040, "Architectural Design", of this chapter). Design features shall include the same finish materials as the exterior of the building on the site.

2. Pedestrian connections between parking structures and main buildings shall be provided. Connections shall be separated from vehicular travel areas, well lit, and convenient.

3. Any parking structure shall be landscaped at the base of the facility with trees and shrubs/ornamental grass, along with other materials that will deemphasize the use of the facility as a parking structure and adequately mitigate adverse visual impacts. It is strongly encouraged, but not required, to landscape the top level with trees, grass, and other pedestrian friendly elements.

G. Future Parking Lots And Structures: Projects which are expected to be developed in phases shall anticipate and accommodate such phasing in the parking lot design. Increased parking demands shall relate to anticipated expansions.

1. Where expansion is planned, appropriate amounts of land for additional parking shall be reserved at the outset.

H. Mass Transit Facilities: Transit facilities shall be accommodated within all mixed use developments as approved by the serving agency. Transit routes, access points and shelter locations should be addressed along major roadways within and on the perimeter of such projects. Transit facilities shall be provided in a manner to make transit an attractive mode of travel for both employees and patrons. (Ord. 15-08, 10-21-2015, eff. 7-25-2017)

13.38.080: PEDESTRIAN MOBILITY, BICYCLE CIRCULATION AND PARKING:

A. Purpose And Intent: Pedestrian and bicycle systems shall be designed to be safe and to encourage walking and bicycling throughout the project. Individual lots shall be integrated with adjacent properties designed to form a comprehensive system and to provide convenient access to transit stops and trail systems. Pedestrian spaces and routes shall be designed to invite walking to and from each development. Routes shall be integrated to form a comprehensive circulation system, providing convenient, safe and visually attractive access to all destinations on the site.

B. Overall Pedestrian And Bicycle Circulation: Pedestrian accessibility provides linkages with surrounding areas and uses and opens auto-oriented developments to the neighborhood, thereby reducing traffic impacts and enabling the development to project a friendlier, more inviting image.

Bikeways and pedestrian walkways shall be buffered from external and internal automobile circulation within parking lots. Walkways are intended to lead pedestrians from parking areas to building entrances to facilitate convenient movement and to minimize conflicts with cars. Pedestrians should feel comfortable that they are in a clearly defined pathway to the building. The development shall:

1. Locate buildings and design on-site circulation to minimize pedestrian/vehicle conflicts.

2. Separate pedestrian and vehicle movements with the use of landscaping, barriers or other appropriate design solutions as approved by the Community Development Director.

3. Differentiate areas of pedestrian and bicycle/vehicle interface with accent pavement and signage to alert drivers to potential conflicts.

4. A minimum of one (1) sidewalk connection between a building and the perimeter street is required which shall include the following:

a. A minimum six foot (6') wide sidewalk.

b. A minimum four foot (4') wide planter on each side of the sidewalk.

5. The developer shall submit a pedestrian access plan which shows pedestrian paths and connections with the public sidewalk on the site plan.

6. The following standards shall apply for any commercial, office, or retail building:

a. Provide sidewalks, not less than six feet (6') wide along any facade that contains a public customer entrance.

b. Except where features such as arcades and entry ways are part of the facade, provide a six foot (6') wide planting bed between the facade of the building and the adjacent sidewalk (see landscape design, subsection 13.38.050F3f of this chapter).

c. Provide weather protection features such as awnings or arcades within thirty feet (30') of all customer entrances.

C. Bicycle Circulation And Parking: Functional and attractive bicycle parking shall be provided in convenient locations and in adequate numbers for employees and users. The development shall:

1. Provide bicycle parking in the following minimum ratio:

a. One (1) bicycle space for every twenty (20) required off- street automobile parking spaces up to a total maximum requirement of twenty (20) bicycle parking spaces per development phase; and

b. A minimum of three (3) bicycle parking spaces shall be provided per lot or building, regardless of building size. Maintenance buildings may be exempt from this requirement.

2. Bicycle parking is only useful to cyclists if it is located properly. Accordingly, bicycle parking shall be located:

a. On the same lot as the principal use;

b. To prevent damage to bicycles by cars;

c. In a convenient, highly visible, active, well lighted area;

d. So as not to interfere with pedestrian movements;

e. As near the principal entrance of the building as practical; and

f. To provide safe access from the parking spaces to the right- of-way or bicycle lane.

3. Both employees and customers shall be considered when determining locations for bicycle parking. For example, a bike rack located within a parking structure may work for employees but would not work well for customers who would normally access the business from an exterior entrance. A highly visible location is determined from the vantage point of someone inside the building or near the principal pedestrian entrance. Locating bicycle parking under a building overhang, or in another way providing a degree of protection from the weather, will greatly improve its convenience.

4. Appropriate parking facilities include bike racks which allow the bicycle to be supported upright by its frame in two (2) places and should allow the frame and one (1) or

both wheels to be secured. For long term employee parking, bike lockers are encouraged. Bicycle parking facilities shall be:

a. Consistent with the surroundings in color and design and incorporated, whenever possible, into buildings or street furniture design;

b. Designed to allow each bicycle to be supported by its frame;

c. Designed to allow the frame and wheels of each bicycle to be secured against theft;

d. Designed to avoid damage to the bicycles;

e. Anchored to resist rust or corrosion, or removal by vandalism; and

f. Designed to accommodate a range of bicycle shapes and sizes and facilitate easy locking without interfering with adjacent bicycles. (Ord. 15-08, 10-21-2015, eff. 7-25-2017)

13.38.090: SCREEN WALLS AND FENCES:

A. Purpose And Intent: Any fence or wall shall be decorative and contribute to the visual quality of the development, used to screen service areas, loading areas, and outdoor storage areas. When not required for security, screening, or grade transitions, fences and walls shall be as inconspicuous and low as possible.

B. Wall And Fence Design And Materials: A fence or wall shall be constructed of materials which are compatible with the on-site building architecture. The following shall apply:

1. Perimeter Fence: A solid perimeter fence or wall shall be constructed adjacent to single family residential land uses;

2. Retaining Walls: For retaining walls in excess of thirty inches (30") in height, provide safety protection in the form of railings, fences or hedges, or create a terrace with two (2) shorter walls;

3. Architectural Treatment: Incorporate architectural treatment on both sides of perimeter walls;

4. Architectural Offsets: Solid fence or wall runs greater than fifty (50) linear feet shall be articulated with architectural offsets a minimum depth of two feet (2') to incorporate landscape pockets;

5. Walls: A wall shall consist of concrete, stone, brick, or similar type of solid masonry material and shall conform to structural requirements of the applicable building codes;

6. Berms: A berm shall be constructed of earthen materials and shall be landscaped;

7. Solid Fences: A solid fence shall consist of vinyl, precast concrete, masonry, or other similar materials forming an opaque screen and shall conform to structural requirements of the applicable building codes;

8. Planting: Plant materials used for screening shall be of a type or used in such a manner so as to provide an opaque screen having a minimum width of two feet (2');

9. Signs: No signs or sign supports shall be permitted on any required screening; and

10. Elevation Differences: Notwithstanding the requirements listed above where the finished elevation of the property is lower at the boundary line (or within 5 feet inside the boundary line) than an abutting property elevation, such change in elevation may be used in lieu of, or in combination with, additional screening to satisfy the screening requirements for this district.

C. Screening Requirements: A development shall include screening of service areas, refuse and waste removal areas, loading docks, truck parking areas, outdoor areas used for the display, storage, or sale of seasonal inventory, and other areas which tend to be unsightly shall be screened using fencing, walls, and/or landscaping:

1. Uses being screened shall not be visible above the screen wall enclosure as viewed from the public right(s)-of-way and shall be constructed of materials and finishes to complement the primary structure;

2. Gates and/or access doors shall have self-latching mechanisms and shall be opaque metal or another acceptable material which is durable. Chain link gates with slats are not permitted; and

3. Screening shall block views to these areas from both on site as well as from public rights-of-way, pedestrian walkways, pedestrian bikeways and adjacent properties. (Ord. 15-08, 10-21-2015)

13.38.100: SIGN DESIGN:

A. Please refer to the signage and outdoor advertising standards in chapter 13.26 of this title. (Ord. 15-08, 10-21-2015)

13.38.110: EXTERIOR SITE LIGHTING:

A. Purpose And Intent: Exterior lighting shall be used to provide illumination for the security and safety of entry drives, parking, service and loading areas, pathways, courtyards and plazas, without intruding on adjacent properties. Site lighting shall be architecturally compatible and consistent in design between sites.

B. Fixture Design: Exterior light fixtures shall be compatible and relate to the architectural character of the buildings on a site. Site lighting shall be provided at the minimum level to accommodate safe pedestrian and vehicle movements, without causing any off-site glare.

1. Metal halide or other white light fixtures may be used. High- pressure sodium is prohibited in any application.

2. The maximum height of poles within landscaped and plaza areas is twenty feet (20'), measured from finished grade. Poles within these areas may be set on pedestals no more than eight inches (8") in height.

C. Decorative Architectural Lighting: Special lighting that accents building features and creates visual interest is permitted, provided that design continuity is maintained among buildings.

1. Neon tubing is not acceptable as a building accent or to accentuate the building's form.

2. Lighting fixtures mounted directly on structures may be allowed when utilized to enhance specific architectural elements or to help establish scale or provide visual interest.

3. "Wall pack lights" are permitted only in loading and service areas, and shall be down-lit and shielded from view.

4. Using lighting to highlight entrances, art, terraces, and special landscape features is highly recommended.

D. Parking Lot Lighting: Parking lot lighting shall be designed to be unobtrusive and to provide safe light for orderly functions. This chapter requires the following:

1. Parking lot light fixtures shall be similar in design to the other lighting in the surface parking area;

2. Lighting shall be selected that has a concealed light source of the "cut-off" variety to prevent glare onto adjacent buildings and sites;

3. Maximum height of parking lot poles is twenty four feet (24') measured from finished grade and shall have a maximum base height of two feet (2'); and

4. Pedestrian areas in a parking lot shall be well lit.

E. Pedestrian Area Lighting: Walkway lighting shall be scaled to the pedestrian to provide for safe use of pathways and pedestrian areas. Any walks, stairs, or ramps shall be lighted for the safe passage of pedestrians. The use of lighted bollards or other low level fixtures is strongly encouraged to identify pedestrian walkways and drop-off areas at entrances of buildings.

F. Landscape Lighting: Landscape lighting which enhances and complements the landscape materials is permitted. Where landscape lighting is used, fixtures shall be concealed where possible (i.e., in trees, behind rocks or shrubs) to control glare.

G. Site Security Lighting: Security lighting may be necessary on some sites, but it may not negatively impact the site and building architecture or adjacent parcels. No light source (bulb) shall be directly visible from adjacent parcels. (Ord. 15-08, 10-21-2015, eff. 7-25-2017)

H. Light Intensity: The light intensity levels within all areas shall correspond to use and potential hazards. This chapter requires the following:

1. Lighting Plan Required: A photometric lighting plan shall be required for all areas in residential developments except for areas within the ownership of single-family residential building lots. The lighting plan shall address all other areas of the development, including, but not limited to, open space, driveways, parking lots and facilities, walkways, sidewalks, streets, clubhouses, pools, etc.

2. Lighting Plan Preparation; Illumination Levels: Lighting plans shall be prepared and stamped by a recognized lighting engineer or lighting professional utilizing the lighting recommendations of the Illuminating Engineering Society (IES) Lighting Handbook; notwithstanding, the following levels of illumination shall be maintained for each of the specific locations:

a. Building entrances: 2.0 foot-candles.

b. Sidewalks: 0.8 foot-candle.

c. Bikeways: 0.5 foot-candle.

d. Courts/plazas/terraces: 0.5 foot-candle.

e. Ramps: 3.0 foot-candles.

f. Stairways: 3.0 foot-candles.

g. Parking lots: 0.8 foot-candle.

h. Roadways: 0.6 foot-candle.

i. Gas station canopy: 10.0 foot-candles, 107.6 lumens/square meter.

3. Spotlights: Reflectors, spotlights, floodlights, and other sources of illumination may be used to illuminate buildings, landscaping, signs, parking, and loading areas provided they are equipped with proper lenses or other devices concentrating the illumination upon the building, landscaping, signs, parking, and loading areas.

4. Light Spill: No unshielded lights, reflectors, spotlights, strobe lights, or searchlights shall be so located that they are pointed toward or are directly visible from public rights-of-way. All lighting shall be shielded and directed downward to avoid light spill beyond the property line. Unshielded, exterior wall mounted floodlights (wall packs) are prohibited. Intensities shall be controlled so that neighboring areas will not be adversely affected by glare or excessive light. (Ord. 17-15, 6-14-2017)