



REQUEST FOR COUNCIL ACTION

Presenter: Mark Forsythe (staff)

Meeting Date Requested: 11/4/2020

Department: Community Development

Date Final Action Required: 11/4/2020

Meeting Type: ☐ Work Session ☒ Public Hearing ☐ Business Item ☐ Other

Action Requested: ☐ Provide Information ☐ Request Feedback ☒ Decision ☐ Other

Time Requested: **Total Time:** 30 Minutes (Presentation Time:15 Council Discussion: 15)

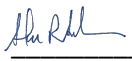
Signatures:

Submitter: 

Dept. Head:  Scott Langford (Oct 30, 2020 09:20 MDT)

Reviewed as to Form:  Duncan Murray (Oct 29, 2020 16:38 MDT)

Executive: 

Council Office: 

Council Committee: N/A

AGENDA SUBJECT (Name of the item as it should appear on the formal agenda)

Council will receive input and make a decision concerning Ordinance No. 20-42 approving the ordinance amendment to Title 13, Article 6G of the 2009 West Jordan City Code; more specifically, adding Section 13-6G-18.

PURPOSE FOR COUNCIL TIME (What specifically is needed from the council, i.e. specific questions to be answered)

To consider staff and Planning Commission findings concerning the proposed ordinance amendment, consider public comment and to make a decision concerning the proposed changes to the TSOD ordinance.

SUMMARY (Brief synopsis of the of the issue)

The proposed ordinance amendment will add a section to the TSOD ordinances which would grant the City Council more flexibility in waiving unreasonable requirements for smaller infill developments within the Transit Station Overlay District on a case-by-case basis.

TIME SENSITIVITY / URGENCY (Explain any deadlines, and the impact of those deadlines)

This ordinance must be ratified prior to City Council approval of the Jordan Fields Preliminary Development Plan and Master Development Agreement.

BUDGET IMPACT (Estimated cost and source of funding)

No anticipated budget impact.

STAFF RECOMMENDATION

To approve the inclusion of Section 13-6G-18, as proposed, to the West Jordan City Code.

PLANNING COMMISSION RECOMMENDATION (If Applicable)

Positive recommendation by 6-1 vote.

MOTION RECOMMENDED (If Applicable)

"I move to approve Ordinance No. 20-42 approving the addition of Section 13-6G-18 to the 2009 City Code, which permits the City Council to allow limited flexibility for small infill developments in the TSOD."

MAYOR RECOMMENDATION (if applicable)

N/A

PACKET ATTACHMENT(S) (Embed Electronically)

1. Ordinance No. 20-42
2. Legislative Copy of Section 13-6G-18
3. Meeting Minutes

OTHER INFORMATION (If Applicable)

I. BACKGROUND

The proposed flexibility ordinances are a result of discussion concerning the Jordan Fields project, which is a 6-acre apartment infill development on the west end of the Jordan Valley TSOD. The project's development plan was given a unanimous positive recommendation to the City Council but was tabled to a date uncertain by the City Council due to several conflicts with the TSOD ordinances. The applicant made some parking and landscaping changes to the plans and brought the proposal back to the City Council, but the City Council pointed out that these changes were insufficient to address some fundamental requirements that would necessitate a complete overhaul of the entire project to explicitly comply with these ordinances. However, it was the position of staff and the applicant that some of the TSOD ordinances are unreasonable for a smaller infill development and are designed as a "one size fits all" ordinance that is intended for a larger, comprehensive transit-oriented development such as the Jordan Valley TOD.

The proposed ordinance went before the Planning Commission in a public hearing on October 20th, 2020. After limited discussion, the ordinance was given a positive recommendation in a 6-1 vote.

The original TSOD ordinances were ratified by the City Council on September 6, 2005 in anticipation of the South Station development, which was later replaced by the Jordan Valley TOD development.

The TSOD ordinances received numerous modifications in 2010 as part of a comprehensive update to Title 13 in order to provide more flexibility for transit-oriented developments. These changes modified the list of permitted and conditional uses, increased the minimum and maximum density, added guest parking requirements, reduced the parking of various uses to 50% of standard parking requirements, created flexibility in the placement of parking structures and buildings, included a prohibition on RV parking, provided bicycle parking options, and increased height limits for mixed-use buildings.

The TSOD ordinance was amended again in 2013 to reduce the guest parking requirements from 10 spaces per unit to 4 spaces per unit.

In 2014, the TSOD ordinances received another comprehensive update to bring certain provisions in line with the City Center ordinances. These changes added allowances for on-street parking, increased maximum parking for retail uses, created placement exemptions for buildings adjacent to arterial roads, required the building entrance to face the street, added fenestration requirements, and required an independent real estate analysis for new developments.

II. GENERAL INFORMATION & ANALYSIS

After discussing potential solutions to the fundamental issues concerning Jordan Fields with the City Council and the Land Use Subcommittee at a joint meeting with staff, the developer and their attorneys, it was determined that several ordinances in the TSOD ordinances of Title 13, Chapter 6G require fundamental site and building designs that created unreasonable issues and unintended consequences for the developer or the City. More specifically, these ordinances and their respective issues are listed as follows:

- *13-6G-9A-1: Multi-family uses must provide one parking space for every dwelling unit, plus one-half (1/2) parking space for each additional bedroom. A maximum of one and one-half (1 1/2) parking spaces is permitted for each multi-family unit. Guest parking shall be provided at one stall for every four (4) dwelling units.*
 - There has been some disagreement between staff, the developer and the City Council as to the proper interpretation of this requirement. One argument contends that the guest parking is intended to be included with the minimum parking, which creates a paradox in which the total minimum parking (parking per unit + guest parking) exceeds the maximum parking. Since no parking can exceed the maximum limit, the ordinance is poorly worded, and the lenient interpretation should go to the applicant. The opposing interpretation argues that the minimum parking should be calculated separately from the guest parking, in which case the guest parking would be added to the maximum amount of parking.
- *13-6G-9C-1: A parking lot, garage, or vehicular maneuvering area shall be located behind or on the side of a building. A parking lot, garage, or a vehicular maneuvering area may be located in front of a building only when it is found that a lot is adjacent to an intersection of two (2) arterial streets, or both a vehicle/arterial street and a pedestrian or neighborhood street, or the purpose of the vehicular maneuvering area is to provide a direct life safety function. If parking is located to the side or front of the building, all landscape and buffer requirements for parking areas within subsection 13-13-9C of this title shall apply.*
 - The parking lot for Jordan Fields is located behind the building that fronts Jordan Valley Way, but the other 3 buildings are bordered by the parking lot. Since the lot narrows to a point on the east end, there is no other place to put the buildings that would meet this standard.
- *13-6G-11B-1: All buildings in a TSOD must provide a main entrance on the facade of a building nearest to and facing a street that connects to the communities' transit station.*
- *13-6G-11B-6: The front facade of all principal buildings shall face onto the street and not be oriented toward a parking lot or parking structure; unless it is found that a building fronts both a vehicular/arterial street and a pedestrian or neighborhood street.*
- *13-6G-12: Except for single-family and two-family residences, all buildings shall face a public or private right of way and shall be set back as near the sidewalk edge with as minimal a setback as possible unless differently approved pursuant to a development plan. The setback of a building may be increased to a maximum of twenty feet (20') from a public or private right of way, if a courtyard, plaza, promenade, social event area or outdoor dining area is incorporated into the development's design. Parking lots, garages and drive lanes shall not be allowed between the right of way line of a public or private road (exclusive of alleys) and any building. This shall not include parking structures that are architecturally compatible with a master planned development. Lots at the intersection of two (2) arterial streets are exempt from this criterion.*
 - The Jordan Fields lot has frontage on only 1 street and no other streets are required by the Master Transportation Plan. Most of the frontage is directly faced by the west building, but it is impossible for the other buildings to face a street due to the site constraints. The only

option would be to punch a road through the middle of this development, which would be unreasonable and problematic. Adding a road would increase traffic and maintenance costs for the City, reduce the amount of land available for required open space and other amenities, and potentially physically segregate areas of the development from one another. There has been some debate as to whether the internal parking lot drive aisles count as “private streets”, but no mutual consensus has prevailed.

- *13-6G-11B-12a: The first floor front facade of buildings facing a street or a pedestrianway shall be at least sixty percent (60%) glass surfaces. Structures within the CC zoning subdistricts shall meet section 13-5I-8 of this title.*
- *13-6G-11B-12c: The length of sidewalk level building facade which has no fenestration shall not exceed ten feet (10') in length.*
 - These ordinances are fundamentally intended to establish storefront windows in the ground-floor office or commercial space of a mixed-use development in order to provide visual interest and architectural variety at a pedestrian scale, and has the unintended consequence of requiring an excessive amount of windows and doors for an apartment complex. If followed to the letter, most of the ground floor units would need to be entirely glass, which is undesirable for future tenants and can create conflicts with utility rooms or other areas in which windows would be unnecessary or impractical.
- *13-6G-15C-3: In large parking lots containing more than two hundred (200) spaces, an additional landscaped area of at least three hundred (300) square feet shall be provided for each twenty five (25) spaces, or fraction thereof, and must contain one canopy tree. The remainder shall be covered with turf grass, native grasses or other perennial flowering plants, vines or shrubs.*
 - There has been some debate as to whether Jordan Fields has met this requirement. One side of the argument infers that the additional landscaping required may be added to the minimum 10% open space requirement and can be included anywhere in the development. The opposing interpretation argues that the landscaping is intended to be parking lot landscaping and should therefore be included as additional landscaped islands or peninsulas within the parking lot boundaries. Unless the dog park in the middle of the parking lot is counted, the latter interpretation would require the removal of 27 surface parking stalls, which is counter to the parking recommendations from the City Council.

Rather than fine-tuning each individual ordinance and thereby creating more unintended consequences for future developments, staff and the City Council are proposing an amendment to the TSOD ordinance to allow greater flexibility for a variety of smaller and unique infill projects and to provide a compromise to the opposing interpretations of the TSOD ordinances. This ordinance will give the City Council the discretion to modify parts of this ordinance, through ratification of the project’s Master Development Agreement, for developments in the TSOD that are on infill properties less than 7 acres. Safeguards are also included to ensure that these modifications are site-specific based on the individual merits of the project, apply only to bona fide infill properties rather than project phases and cannot be used as precedent for other developments.

III. FINDINGS OF FACT

Section 13-7-D-7B, requires that prior to making a positive recommendation to the City Council for a Zoning Ordinance text amendment, the Planning Commission must make the following findings:

Criteria 1: *The proposed amendment conforms to the general plan and is consistent with the adopted goals, objectives and policies described therein;*

Discussion: The General Plan provides several goals and policies that relate to ordinances governing land use ordinances in general and the TSOD, specifically relating to updating ordinances, infill development (particularly around mass transit stations), compact development, and ensuring that the City Center and TSOD ordinances complement each other. These goals and policies are listed as follows:

General Land Use Goals and Policies

GOAL 2. CONTINUALLY AND CONSISTENTLY UPDATE THE FUTURE LAND USE MAP, ZONING MAP, AND ZONING ORDINANCE FOR EASE OF REFERENCE AND ADMINISTRATION.

Policy 3. The Zoning Ordinance shall be updated to incorporate necessary changes that are consistent with State Code, and reflect the best and most current land use practices of the time. Zoning Ordinance modifications and updates shall be made easy for the general public and City administration to understand.

2. Modify and update the Transit Station Overlay District (TSOD) and the City Center Zone sections of the ordinance to better complement each other. Also analyze the City Center Zone to potentially add City Center concepts which may allow for better design, pedestrian access, and higher transit ridership around the city's main transit station sites.

Policy 4. Promote sustainability and apply sound site planning and environmental design practices to mitigate negative impacts to the environment.

10. Where deemed appropriate, permit cluster design scenarios in residential developments that strategically group development in specific locations leaving the remainder as open space.

GOAL 3. PROMOTE LAND USE POLICIES AND STANDARDS THAT ARE ECONOMICALLY FEASIBLE AND ORDERLY, WHICH ALSO PROTECT DESIRABLE EXISTING LAND USES AND MINIMIZE IMPACTS TO EXISTING NEIGHBORHOODS.

Policy 1. Adopt ordinances that incorporate the best-known land use practices.

5. Infill of vacant non-agricultural lands in existing developed areas and new development within designated serviceable areas shall be a priority over development upon existing (useable) agricultural land.

Transit Oriented Development Goals and Policies

GOAL 1. INCORPORATE TOD CONCEPTS INTO FUTURE DEVELOPMENT AND REDEVELOPMENT ALONG MAJOR TRANSIT CORRIDORS

Policy 1. Encourage the development of mixed-use projects at appropriate locations within a 1/4 to 1/2 mile of light rail and bus rapid transit (BRT) stations to create a livable, walkable urban environment

6. Encourage redevelopment of lands around transit stations which are underutilized or inconsistent with the City's long-term vision.

9. Modify and update the Transit Station Overlay District (TSOD) to be more consistent with the City Center Zone sections of the Zoning Ordinance

The proposed amendment to the TSOD ordinance will further the purpose and intent of these goals and policies by allowing smaller infill developments near mass transit stations the flexibility that they need to feasibly develop and to potentially cluster groups of buildings, parking lots, open space, amenities and other site features in a manner that does not violate current ordinances. The proposed amendment has also been reviewed for consistency with the City Center ordinances, which will be discussed in the Criteria 3 section of this report.

Finding: The proposed amendment conforms to the General Plan and is consistent with the adopted goals, objectives and policies described therein.

Criteria 2: *The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to this title;*

Discussion: The proposed amendment is a direct result of unanticipated consequences created by the specific language of various TSOD ordinances that frustrate the implementation of the purpose of these ordinances and sound city planning practices and create unnecessary physical hardships for the developer.

Staff has conducted a study of potential infill properties within the TSOD boundaries, and has found 3 common characteristics pertaining to these properties:

- 1. The property is surrounded by existing development, canals or other physical impediments to expansive development.*
- 2. The property is too small to create a comprehensive transit-oriented mixed-use development, similar to what was intended for the Jordan Valley TOD*
- 3. The property is either (1.) very narrow and very deep or (2.) is very wide but not very deep.*

These common characteristics make it difficult or impossible to fit all the required larger components of a transit-oriented development into a limited and confined space. For example, a deep and skinny lot that has street frontage on 1 side could place the building up to the street but would be prohibited from having any other buildings on the same lot because of the prohibition on buildings facing a parking lot. By providing a way for the City Council to adjust the TSOD ordinances as needed based on the physical constraints of the property, the need for one or more variances or other special exceptions is eliminated.

Another justification for the proposed amendment is that many of the TSOD requirements are intended for certain kinds of development but instead apply to all developments, resulting in a “one size fits all” standard that doesn’t account for the unique needs of different uses. This is particularly problematic in the TSOD, which allows a wide variety of uses. An example of this issue would include an apartment building that is required to have windows every 10 feet and at least 60% of the ground floor façade covered with glass. These requirements make it difficult to provide a reasonable amount of glass that balances the need for lighting and visibility with the privacy needs of the tenants.

Furthermore, the TSOD ordinance is specific in its requirements, yet vague in how they should be applied. Due to potentially conflicting interpretations from the applicant, staff, the Planning Commission and the City Council that can arise, the proposed ordinance amendment may allow for compromise when the ordinance language is confusing or contradictory and/or there are opposing interpretations of the ordinance.

Finding: The proposed amendment is appropriate given the context of the request and there is sufficient justification for a modification to this title.

Criteria 3: *The proposed amendment will not create a conflict with any other section or part of this title or the general plan;*

Discussion: The proposed amendment will not create any conflicts with any other sections of the 2009 West Jordan City Code. Although the TSOD ordinance is a derivative of the City Center Zone ordinances, the proposed amendment will provide a resolution, at the discretion of the City Council, if the TSOD ordinances and the City Center ordinances conflict. This amendment applies only to the TSOD ordinances and will leave all other applicable provisions of the City Code, such as landscaping, fencing, buffering and other miscellaneous requirements, fully intact and cannot be used to waive these other ordinances. The amendment also ensures that each project invoking said amendment will be evaluated by the City Council based on its own individual merits, adherence to the General Plan and sound justification for waiving problematic TSOD ordinances.

Finding: The proposed amendment will not create a conflict with any other section or part of the 2009 West Jordan Municipal Code or the General Plan.

Criteria 4: *The proposed amendment does not relieve a particular hardship, nor does it confer any special privileges to a single property owner or cause, and it is only necessary to make a modification to this title in light of corrections or changes in public policy.*

Discussion: The ordinance as proposed will have city wide application and will not apply to a single property. Although the proposed ordinance amendment was initially created in response to the issues pertaining to the Jordan Fields development, staff has found through an infill study that this amendment will provide much-needed relief to many other properties in the TSOD without the need for a variance or multiple variances. This infill study is shown in Exhibit A of this report and shows all the properties that would potentially be affected by the proposed ordinance. The average lot size of the affected parcels is 1 acre, most of which are either too small, too narrow or not deep enough to create a superior development that meets all the TSOD requirements, particularly for those requiring a development plan. These affected parcels occupy 19% of the total area of the TSOD areas and comprise 50% of the potential infill.

The proposed ordinance is not created to relieve a particular hardship for only one developer or situation but is intended to give the City Council the discretion necessary to alleviate unforeseen conflicts with the TSOD ordinance that may arise for future developments. Staff and members of the City Council have seen the need for this policy because some of the potentially developable properties in the TSOD cannot be feasibly developed without some relief from overly binding ordinances. Since the development of vacant or under-utilized land is encouraged by the General Plan and public policy, the proposed amendment is compliant with this criterion.

In order to ensure that the proposed ordinance amendment does not favor one entity over another, provisions of the ordinance prohibit using any waived ordinances as precedent for future developments. Other safeguards have also been included to ensure that larger TSOD projects cannot simply subdivide out a small parcel or lot from a larger vacant property in order to get requirements waived. One of these provisions would ensure that large vacant properties retain their potential for meeting all TSOD requirements and would discourage piecemeal development. The other provision would not allow individual phases of a larger TSOD development to qualify for the proposed exemptions, which would also ensure that larger transit-oriented projects are developed in a cohesive and comprehensive manner that meets all TSOD requirements.

Finding: The proposed amendment does not relieve a particular hardship, nor does it confer any special privileges to a single property owner or cause, and it is only necessary to make a modification to this title(s) in light of corrections or changes in public policy.

IV. CONCLUSION:

Based on the findings of fact explained in this report, the proposed amendments to Title 13, Chapter 6G of the West Jordan Municipal Code comply with all criteria for approval.

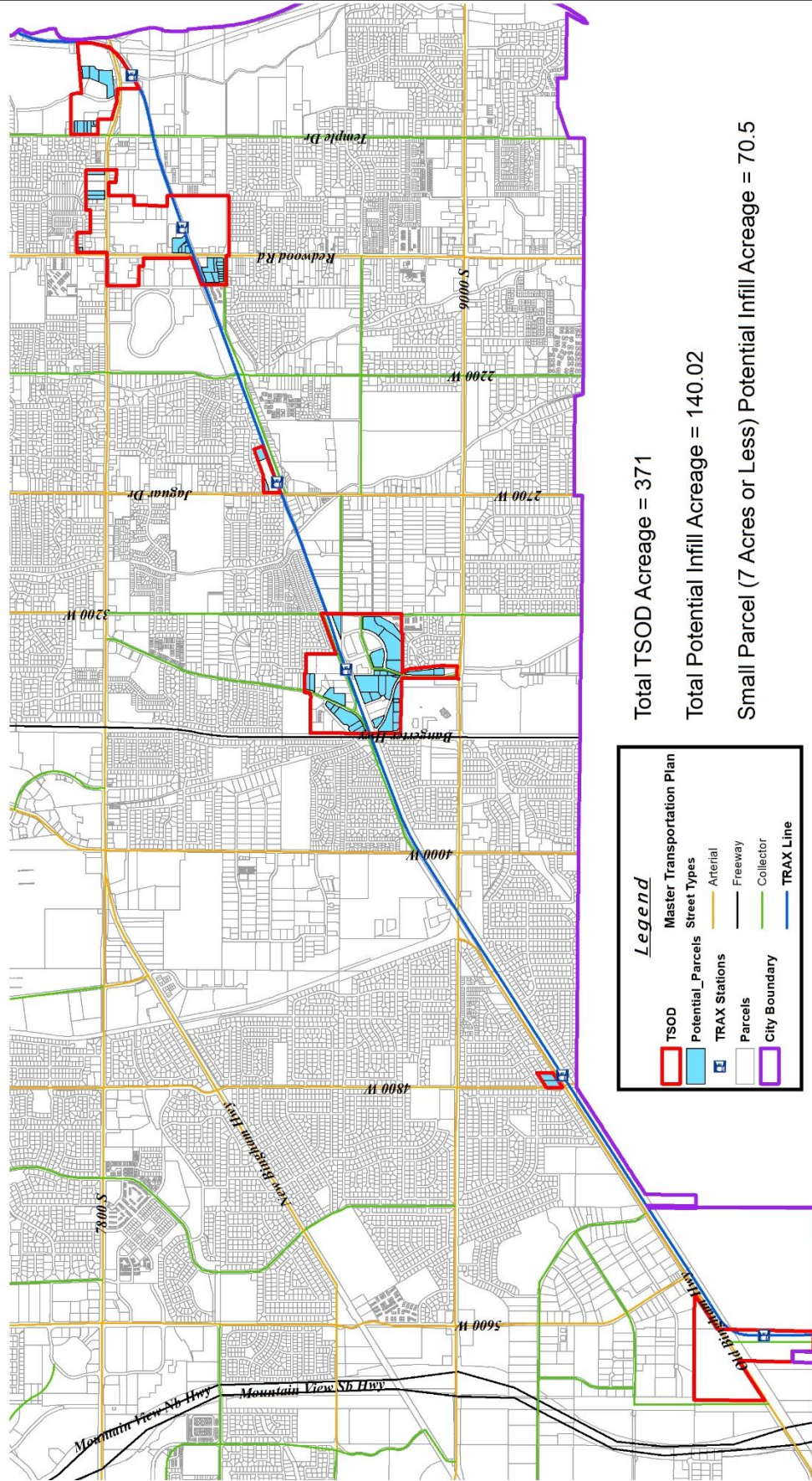
V. ATTACHMENTS:

Exhibit A – Potential Infill Property Study



All Locations Approximate - NTS
Not for Construction Description
or Engineering Design Purposes
Some Items Subject to Change Without Notice

City of West Jordan Potential TSOD Infill Parcels



Total TSOD Acreage = 371

Total Potential Infill Acreage = 140.02

Small Parcel (7 Acres or Less) Potential Infill Acreage = 70.5

Exhibit A Potential Infill Property Study

1 THE CITY OF WEST JORDAN, UTAH

2 **Ordinance No. 20-42**

3
4 **AN ORDINANCE ADOPTING SECTION 13-6G-18 OF THE WEST JORDAN**
5 **CITY CODE, GRANTING THE CITY COUNCIL THE AUTHORITY OF**
6 **WAIVING SPECIFIC TRANSIT STATION OVERLAY DISTRICT**
7 **ORDINANCES, ON A CASE-BY-CASE BASIS, FOR SMALL INFILL**
8 **DEVELOPMENTS WITHIN THE TRANSIT STATION OVERLAY DISTRICT**
9

10 WHEREAS, the City of West Jordan (“City”) adopted the West Jordan City Code (“City
11 Code”) in 2009;

12 WHEREAS, on October 6, 2020 and October 14, 2020, respectively, the West Jordan Land
13 Use Subcommittee and the West Jordan City Council (“City Council”) discussed applicability and
14 interpretation issues relating to the Transit Station Overlay District (“TSOD”) ordinances
15 concerning small infill developments;

16 WHEREAS, an application was submitted by the West Jordan Community Development
17 Department for an ordinance amendment pertaining to granting the City Council the authority to
18 waive specific ordinances of the TSOD for small infill developments located within the TSOD;

19 WHEREAS, on October 20, 2020, the West Jordan Planning Commission (“Planning
20 Commission”) held a public hearing and forwarded a positive recommendation of approval to the
21 City Council in a 6-1 vote concerning the ordinance amendment pertaining to granting the City
22 Council the authority to waive specific ordinances of the TSOD for small infill developments
23 located within the TSOD;

24 WHEREAS, a public hearing was held before the City Council on November 4, 2020; and

25 NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF
26 WEST JORDAN, UTAH AS FOLLOWS:

27 Section 1. Amendment. Section 13-6G-18 of the City Code is adopted to read as shown
28 on Attachment 1 to this Ordinance, which grants the City Council the authority to waive specific
29 ordinances of the TSOD for small infill developments located within the TSOD.
30

31 Section 2. Severability. If any provision of this Ordinance is declared to be invalid by a
32 court of competent jurisdiction, the remainder shall not be affected thereby.
33

34 Section 3. Effective Date. This Ordinance shall become effective immediately upon
35 posting or publication as provided by law if any of the following occur:

- 36 a. The Mayor signs the Ordinance as provided by law; or
37 b. The Mayor vetoes the Ordinance as provided by law and at the City Council’s next
38 meeting following the Mayor’s veto the City Council passes the Ordinance over the
39 Mayor’s veto by an affirmative vote of at least five (5) City Council members; or

- c. The Mayor fails to sign the Ordinance within fifteen (15) days after the City Council presents the Ordinance to the Mayor.

PASSED BY THE CITY COUNCIL OF WEST JORDAN, UTAH, THIS 4th DAY OF NOVEMBER 2020.

CITY OF WEST JORDAN

By: _____
Christopher McConnehey
Council Chair

ATTEST:

Cindy M. Quick, MMC
Council Office Clerk

Voting by the City Council

"YES"

"NO"

Council Member Kelvin Green

☐☐

Council Member Zach Jacob

☐☐

Council Member Chad R. Lamb

☐☐

Council Chair Chris McConnehey

☐☐

Council Member David Pack

☐☐

Council Member Kayleen Whitelock

☐☐

Council Member Melissa Worthen

☐☐

68 **PRESENTED BY THE CITY COUNCIL TO THE MAYOR ON _____.**

69
70 Mayor's Action: _____ Approve _____ Veto

71
72
73 By: _____
74 Dirk Burton, Mayor _____ Date

75
76 ATTEST: [SEAL]

77
78 _____
79 Tangee Sloan
80 City Recorder

81
82
83
84 **STATEMENT OF APPROVAL OR PASSAGE (check one)**

85
86 _____ The City Council passed Ordinance No. 20-42 with the approval of the Mayor.

87
88 _____ The City Council passed Ordinance No. 20-42 on _____ (date) over the
89 veto of the Mayor by a vote of _____ to _____.

90
91 _____ Ordinance No. 20-42 became effective without the approval or disapproval of the
92 Mayor.

93
94
95 _____
96 Tangee Sloan
97 City Recorder

98
99
100 **CERTIFICATE OF PUBLICATION**

101
102 I, Tangee Sloan, certify that I am the City Recorder of the City of West Jordan, Utah, and that the
103 foregoing Ordinance was published in the Legal Section, of the Salt Lake Tribune, on the _____
104 day of _____, 2020 pursuant to Utah Code Annotated, 10-3-711.

105
106 [SEAL]

107
108 _____
109 Tangee Sloan
City Recorder

Attachment 1

[to ORDINANCE NO. 20-42

AN ORDINANCE ADOPTING SECTION 13-6G-18 OF THE WEST JORDAN CITY
CODE, GRANTING THE CITY COUNCIL THE AUTHORITY OF WAIVING
SPECIFIC TRANSIT STATION OVERLAY DISTRICT ORDINANCES, ON A CASE-
BY-CASE BASIS, FOR SMALL INFILL DEVELOPMENTS WITHIN THE TRANSIT
STATION OVERLAY DISTRICT]

ARTICLE G. TRANSIT STATION OVERLAY DISTRICT

SECTION:

13-6G-1: Purpose And Objectives

13-6G-2: Establishment

13-6G-3: Transit Station Boundaries

13-6G-4: Permitted And Conditional Uses

13-6G-5: Density

13-6G-6: Street Development Standards

13-6G-7: Streetscapes

13-6G-8: Sidewalks And Pedestrian Circulation

13-6G-9: Parking Requirements

13-6G-10: Bicycle Parking And Bike Lanes

13-6G-11: Architectural, Building And Site Design Standards

13-6G-12: Street Oriented Building Placement

13-6G-13: Blocks

13-6G-14: Open Space Requirements

13-6G-15: Landscaping Standards

13-6G-16: Lighting Standards

13-6G-17: Development Plan

13-6G-18: Transit Overlay Infill Projects

13-6G-1: PURPOSE AND OBJECTIVES:

- A. The transit station overlay district (TSOD) is established to promote transit oriented development in areas that are generally located within an approximate one-fourth (1/4) mile of light rail transit stations or cross town satellite hubs for bus/trolley rapid transit.
- B. The TSOD district consists of six (6) different transit community station types located strategically at light rail or fast rapid transit stops throughout the city. The transit community stations are established to promote and share a number of transit oriented development concepts, but also have their own emphasis on specific uses allowed within each station planning area based on its location in the city. The uses are classified separately based on intensity of use and the existing zoning in the area. The overlay districts are intended to work as an incentive to create clustered, mixed use and pedestrian friendly neighborhoods and working environments. The objectives of the overlay district are to:
1. Permit and support higher development densities to encourage the utilization of mass transit, and alternative modes of transportation other than the automobile.
 2. Allow for mixed land uses which contain a flexible arrangement of residential, commercial and mixed use developments, while adopting detailed urban development standards to ensure compatibility between the uses and pedestrian activity.
 3. Minimize distances between destinations by providing for a number of conveniences and uses, which are compatible with one another, and which are within an approximate one-fourth (1/4) mile walking distance of each other (i.e., home to office, home to retail service, or office to retail service).
 4. Promote pedestrian friendly design and architectural structuring that encourages walking and bicycling.
 5. Reduce transportation spending and increase housing affordability through the lessening of transportation development and maintenance costs.
 6. Increase incentives for developers from less money and land spent on parking and road installation and maintenance costs.
 7. Decrease auto dependency by providing alternative methods of transportation, and provide planning methods which take into consideration those who cannot drive or afford an automobile.

8. Create and enhance cultural use areas that promote neighborhood and local social activities.
9. Integrate open spaces, plazas, courtyards and pocket parks, and connect these areas to all other uses in the station district.
10. Provide for a development plan that has economic viability, where the city will benefit from the project as a whole in the form of tax increments, private investment and the creation of new jobs.
11. Allow for greater flexibility in street and road infrastructure features that distinguish the area as unique, create a distinctive ambiance to the development, and reduce maintenance costs through reduced parking and right of way widths. (2001 Code § 89-4-801; amd. 2009 Code)

13-6G-2: ESTABLISHMENT:

The TSOD applies standards in addition to and different from the established standards of the underlying zoning district in this title. The TSOD is designated on the zoning map by affixing the suffix "TSOD" in parenthesis after the underlying zoning district in which the overlay is located, i.e., SC-2 (TSOD). The TSOD regulations and standards supersede the regulations and standards of the underlying zoning district. (2001 Code § 89-4-802; amd. 2009 Code; Ord. 10-20, 7-28-2010)

13-6G-3: TRANSIT STATION BOUNDARIES:

The six (6) transit community station types are:

- A. West Jordan City Center Station Community: The West Jordan city center station community, when developed, will contain a mix of compact but compatible uses. The multiple uses in this station community consist primarily of multi-family, commercial, retail, office, municipal, entertainment and mixed uses. The highest development densities shall be allowed within this station community and all land uses are to be pedestrian oriented and well connected to open spaces, parks, plazas and social gathering areas. A large multitransit station hub is envisioned for this station community.
- B. Jordan Valley Community: The Jordan Valley community is intended to be a mixed use development of residential, commercial, office, retail and recreational uses. High development densities shall be allowed within this station community, with a primary focus on high density residential being supported by a nonresidential mix of uses. It is essential that the transit station be easily accessible by all proposed development through well designed walkways within this community. All land uses

are to be pedestrian oriented and well connected to open spaces, parks, plazas and social gathering areas.

- C. Gardner Village Station Community: The intent of this station community is to provide easy and convenient access to existing commercial retail services and restaurants and to serve as a commencement point for recreational activities at the adjacent trailhead for the Jordan River Parkway. Land uses shall contain a mix of retail services and various types of medium to high density residential uses within an easy walking distance to the proposed transit station. Land uses in this station community need not be entirely supportive of each other. However, the multiple uses must link to a pedestrian network of trails and sidewalks and to the transit station.
- D. Residential Station Community: The prevailing use in the residential station community areas is single-family residential. The intent of the residential station community is to provide walkable access to and from the proposed transit station for the existing residential neighborhoods. Nonresidential uses need not be provided nor are they necessary within this community station. A pedestrian walkway network shall be installed that will support transit ridership in the immediate vicinity. A park and ride lot shall be provided near each station for residents who live in the vicinity who may wish to travel by alternative methods.
- E. Bagley Station Community: The Bagley station community is intended to serve the light industrial work force in and around the southwestern portion of the city. Transit riders served by this transit station will primarily be going to or coming from work. It will be necessary to serve the area with improved pedestrian network systems for safe walking, and it will be vital for this station to accommodate a park and ride lot and bus station. It may also benefit some of the large businesses in the area to serve their transit riders with shuttles.
- F. 5600 West BRT Station Communities: There is a possibility that the city will be served by bus rapid transit or trolley in the future. This alternative method of transit could allow the city to develop small pockets of transit oriented type uses at major transit stop sites. These stations would primarily be mixed use with an approximate overlay of one-fourth (1/4) mile radius around the proposed BRT stop sites located at: 5600 West Old Bingham Highway, 5600 West 9000 South, and 5600 West 7800 South. Uses in these stations shall contain a mix of compacted but compatible uses with an emphasis of high density multi-family and moderate community commercial uses. Pedestrian safety will be a key component of these transit stations. Design of this station community shall be pedestrian friendly where transit commuters and shoppers do not have to compete with the automobile. A park and ride facility or parking structure should be placed within a reasonable distance of a proposed transit station in this community. (2001 Code § 89-4-803; amd. 2009 Code; Ord. 10-20, 7-28-2010)

13-6G-4: PERMITTED AND CONDITIONAL USES:

Permitted and conditional uses are the same as those in the underlying zone, except as modified below. Uses identified as "permitted" (P) are allowed by right. Uses identified as "conditional" (C) shall be approved by the planning commission pursuant to chapter 7, article E of this title and title 15 of this code. All permitted and conditional uses shall comply with all applicable requirements of this article and this title. Uses not specifically included in this article or in the underlying zone shall not be allowed.

A. West Jordan City Center Station Community: Uses allowed in the West Jordan City center station community shall be the same as those in the city center zone set forth in section 13-5I-4 of this title.

B. Jordan Valley Community:

1. The use applications identified below supersede any underlying zoning district use requirements:

a. Permitted uses:

Banks, credit unions without drive-up service windows.

Bed and breakfast.

Daycare, limited.

Farmers' market.

Health and fitness facility.

Home occupations.

Hotel or motel.

Massage therapy.

Medical or dental office.

Mixed use development.

Municipal facilities and services.

Office.

Outdoor dining.

Park and ride lots.

Parking structures.

Personal care service.

Produce or flower stands.

Recreational and entertainment, indoor and outdoor.

Restaurant, fast food (general).

Restaurant, fast food (limited).

Restaurant, general.

Retail establishment up to a maximum of fifteen thousand (15,000) square feet (per floor).

- 333 Transit station structures, facilities.
- 334
- 335 b. Conditional uses:
- 336 Auditorium or stadium.
- 337 Banks, credit unions with drive-up service windows.
- 338 Club.
- 339 College or university, satellite campus.
- 340 Daycare, general.
- 341 Department store, less than twenty five thousand (25,000) square feet.
- 342 Drive-up automated teller machines.
- 343 Gasoline service station.
- 344 Liquor store.
- 345 Off site parking (AC).
- 346 Outdoor exhibits, displays or sales areas (AC).
- 347 Retail establishment greater than fifteen thousand (15,000) square feet (per
- 348 floor).
- 349 Service establishment, up to a maximum fifteen thousand (15,000) square
- 350 feet (per floor).
- 351 Small scale utility facilities, including a sanitary sewer pump station.
- 352 Vending carts (AC).
- 353
- 354 2. The following uses are prohibited within the boundaries of the Jordan Valley
- 355 community overlay district:
- 356 Car wash.
- 357 Repair service, general.
- 358 Utility, major.
- 359 Vehicle equipment repair, general.
- 360
- 361 C. Gardner Village Station Community: Uses allowed in the Gardner Village station
- 362 community shall be the same as those in the city center zone set forth in section
- 363 13-51-4 of this title.
- 364
- 365 D. Residential Station Community: The use applications identified below shall be
- 366 allowed in addition to all underlying zoning district use requirements:
- 367
- 368 1. Permitted uses:
- 369 Municipal facilities and services.
- 370 Transit station structures, facilities.
- 371
- 372 2. Conditional uses:
- 373 Off site parking.
- 374 Park and ride lots.

375 Parking structures.

376

377 E. Bagley Station Community:

378

379 1. The use applications identified below will supersede any underlying zoning
380 district use requirements:

381

382 a. Permitted uses:

383 Municipal structures, facilities.

384 Park and ride lots.

385 Restaurant, fast food (general).

386 Restaurant, fast food (limited).

387 Restaurant, general.

388 Seasonal sales of produce and goods.

389 Transit station structures, facilities.

390

391 b. Conditional uses:

392 Club.

393 Convenience store.

394 Low power radio service utilities (AC).

395 Off site parking (AC).

396 Outdoor exhibits, displays or sales areas (AC).

397 Small scale public utilities.

398 Wholesale display rooms.

399

400 2. The following uses are prohibited within the Bagley station community overlay
401 district:

402 Automobile sales.

403 Junk or salvage yard.

404 Outside storage and operations.

405 Recycling collection station.

406

407 F. 5600 West BRT Station Communities: Uses allowed in these three (3) station
408 communities shall be as follows:

409

410 1. 5600 West Old Bingham BRT Station Community:

411

412 a. Permitted And Conditional Uses: The use applications identified below will
413 supersede any underlying zoning district use requirements:

414

415 (1) Permitted uses:

416 Municipal structures, facilities.

- 417 Park and ride lots.
- 418 Seasonal sales of produce and goods.
- 419 Transit station structures, facilities.
- 420
- 421 (2) Conditional uses:
- 422 Club.
- 423 Convenience store.
- 424 Low power radio service utilities (AC).
- 425 Off site parking (AC).
- 426 Outdoor exhibits, displays or sales areas (AC).
- 427 Small scale public utilities.
- 428 Wholesale display rooms.
- 429
- 430 b. Prohibited Uses: The following uses are prohibited within the boundaries of
- 431 the 5600 West Old Bingham BRT station community overlay district:
- 432 Junk or salvage yard.
- 433 Motor vehicles sales and service.
- 434 Outside storage and operations.
- 435 Recycling collection station.

- 436
- 437 2. 5600 West 9000 South BRT Station Community: Uses allowed in the 5600
- 438 West 9000 South BRT station community shall be the same as those in the city
- 439 center zone set forth in section 13-5I-4 of this title.
- 440
- 441 3. 5600 West 7800 South BRT Station Community: Uses allowed in the 5600
- 442 West 7800 South BRT station community shall be the same as those in the city
- 443 center zone set forth in section 13-5I-4 of this title. (2001 Code § 89-4-804; amd.
- 444 2009 Code; Ord. 10-20, 7-28-2010; Ord. 11-35, 11-22-2011)

445

446 **13-6G-5: DENSITY:**

447

448 The following density requirements shall apply to all residential uses in the applicable

449 TSOD:

450

Overlay Station	Minimum Residential Density Per Acre	Maximum Residential Density Per Acre
West Jordan City center	30 units	75 units
Jordan Valley	30 units	75 units
Gardner Village	Same as underlying zone	Same as underlying zone
Residential stations	Same as underlying zone	Same as underlying zone
Bagley	n/a	n/a

5600 West BRT stations	15 units	30 units
------------------------	----------	----------

Density in the TSOD is calculated by dividing the number of proposed dwelling units by the number of gross acres designated for residential development (including residential uses within a mixed use component of a development) on the preliminary development plan. Proposed parking structures, parks and public or private open space, including hardscaped areas, may be included in determining the number of acres used in this calculation. However, areas proposed for nonresidential uses other than those included within a mixed use component of the development (i.e., commercial, office, church or school sites that are not included in a mixed use component of a development) shall not be used in determining residential density. (2001 Code § 89-4-805; amd. 2009 Code; Ord. 10-20, 7-28-2010)

13-6G-6: STREET DEVELOPMENT STANDARDS:

All streets developed and maintained within a transit oriented development shall comply with this title and title 8 of this code. The planning commission may approve modified street standards in the final development plan if: a) the developer presents a modified street standard that is superior to or more consistent with a transit oriented development or can show that dedication or development to city standards is impractical or undesirable due to severe topography, security requirements, or other similar circumstances; and b) the city engineer and fire chief make a positive recommendation to modify the applicable street standards. (2001 Code § 89-4-806; amd. 2009 Code; Ord. 10-20, 7-28-2010)

13-6G-7: STREETSCAPES:

- A. Building line frontages contribute to the public streetscape and therefore, are subject to more regulation than the rest of the lot. Buildings shall be oriented to the pedestrian and placed close to the street space where possible and consistent with the overall design and function of the building.
- B. Park strips are required on all streets, except alleys, within each station community right of way. Within commercial areas, park strips shall serve the purpose of allowing for quick stops and shopping. In residential areas, park strips shall serve as buffers between pedestrian walkways and streets.
- C. Street medians are encouraged in all station communities for all major collector rights of way. Medians serve to improve the aesthetic quality of the area and as a midblock resting place for street crossings. Medians should be a minimum of five feet (5') wide.
- D. Alleys and interior block spaces shall be allowed and encouraged in all station communities. Alleys serve as alternate routes to garages and loading docks that

are unseen by the public and therefore, contribute to a pedestrian friendly environment. The private, interior portions of the lots (toward the alley) allow commercial operators to utilize these spaces as efficient working environments unseen by the public and allow residents to have private and semiprivate (for apartment and condominium buildings) gardens and courtyards. Alleys shall be the primary access to garages. (2001 Code § 89-4-807; amd. 2009 Code; Ord. 10-20, 7-28-2010)

13-6G-8: SIDEWALKS AND PEDESTRIAN CIRCULATION:

Convenient pedestrian circulation systems shall be provided to minimize pedestrian-auto conflicts and shall be provided continuously throughout each station community district. All streets, except for alleys, shall be bordered by sidewalks on both sides of the right of way in accordance with the city adopted public improvement standards, specifications and plans.

A. Sidewalks shall be required on every street within the station communities. The minimum width for sidewalks shall be five feet (5') within residential and commercial areas where trees and amenities are located in a park strip. The minimum width for sidewalks in nonresidential areas where trees, benches and public amenities are located within the sidewalk shall be a minimum of eight feet (8') wide. Sidewalks in nonresidential areas should be divided into three (3) zones:

1. Zone 1 shall be the area closest to the building and is the dining and display area. This area serves for signs from businesses and eating and resting areas for users.
2. Zone 2 shall be the area dedicated for the sidewalk, dedicated and designed for pedestrian travel and through walkway traffic.
3. Zone 3 shall be the area closest to the street and is to be considered an amenity zone. This area is used for landscaping, street trees, benches, and other aesthetic and practical features that improve the quality of the pedestrian environment.

B. Pedestrian walkways shall connect building entrances to each other and connect building entrances, sidewalks and public streets to existing or planned transit stops.

C. Where practical, pedestrian walkways shall be raised above the grade of streets, drives, parking lots and other paved areas. Where pedestrian walkways cannot be raised, they shall be constructed of a material differing in texture from adjacent pavement.

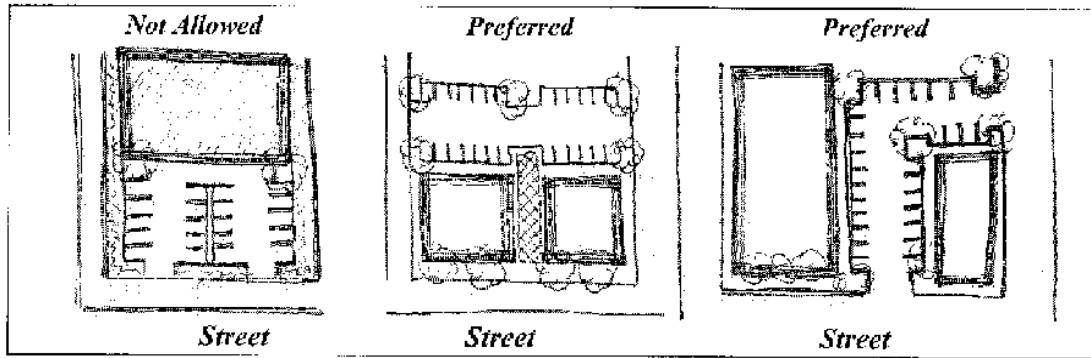
- D. Pedestrian crosswalks shall be clearly discernible with a different color and texture from the adjacent pavement/concrete utilized for vehicular circulation. (2001 Code § 89-4-808; amd. 2009 Code)

13-6G-9: PARKING REQUIREMENTS:

In order to encourage the use of public transit systems within transit oriented developments the minimum number of parking spaces in the TSOD is intentionally reduced. The use of shared parking areas and multilevel parking structures is also strongly encouraged within station community districts. Surface parking shall be minimized and located behind and/or to the side of main building structures except when such surface parking as described in the development plan is permitted within a given streetscape (on street parking), or when the site is at the intersection of two (2) arterial streets. The parking requirements and restrictions set forth in this article shall supersede the requirements and regulations set forth in chapter 12 of this title.

- A. General Parking Requirements: The following requirements and restrictions shall apply to all uses allowed in each station community:

1. Multi-family uses must provide one parking space for every dwelling unit, plus one-half (1/2) parking space for each additional bedroom. A maximum of one and one-half (1 1/2) parking spaces is permitted for each multi-family unit. Guest parking shall be provided at one stall for every four (4) dwelling units.
2. A maximum of three (3) parking spaces per one thousand (1,000) square feet of office and a maximum of three and three-fourths (3 3/4) per one thousand (1,000) square feet of retail space is permitted. Properties within the CC-F subdistrict shall meet subsection 13-5I-9D3 of this title.
3. Unless otherwise approved in the final development plan, other permitted and conditional uses not included in subsection A1 or A2 of this section shall provide up to fifty percent (50%) reduction of the parking requirement for such uses set forth in chapter 12 of this title.
4. On street parking is permitted and encouraged and shall be included in the total development required parking calculations for a use or structure which fronts and is adjacent to the on street parking stall.
5. Ingress and egress for parking lots shall, where reasonably practical, be from side streets for commercial uses and from alleys for residential uses.



5. A parking lot or garage may not be adjacent to a street intersection; a parking lot or garage may be adjacent to a street intersection if the street intersection is an intersection of two (2) arterial streets or both a vehicular/arterial street and a pedestrian or neighborhood street.

6. Access for service vehicles and deliveries will be required to provide a direct route to loading bays and service areas; minimizing movement through parking areas.

7. The reduction of impervious surfaces is highly encouraged through the use of interlocking pavers, particularly for areas with high pedestrian traffic, intersections and crosswalks.

B. Reduction Of Parking Spaces: A developer may request a reduction in the number of parking spaces by city approval, using the factors listed in subsection 13-12-4B of this title. Requests for a reduction in parking spaces shall be recommended by the zoning administrator and approved by the planning commission.

C. Specific Parking Requirements: Except single-family residential, parking provided for all new development shall comply with the following standards:

1. A parking lot, garage, or vehicular maneuvering area shall be located behind or on the side of a building. A parking lot, garage, or a vehicular maneuvering area may be located in front of a building only when it is found that a lot is adjacent to an intersection of two (2) arterial streets, or both a vehicle/arterial street and a pedestrian or neighborhood street, or the purpose of the vehicular maneuvering area is to provide a direct life safety function. If parking is located to the side or front of the building, all landscape and buffer requirements for parking areas within subsection 13-13-9C of this title shall apply.

2. Two (2) or more land uses with different hours of operation or varying parking demands (example: office and restaurant) shall qualify for shared parking if

within six hundred feet (600') of each other. Parking shall be accessible to all uses sharing the said parking.

- a. Documentation for a shared parking request shall be provided with the building permit application.
 - b. A document indicating a right to use the parking if not on the same parcel where the parking is located shall be submitted.
 - c. A licensed traffic engineer or a certified transportation planner shall prepare a study, demonstrating modal split for project employers and/or visitors and parking demand for each anticipated use and/or business within the project.
 - d. The estimate of parking demand shall include average daily and peak period demand.
3. For mixed use development, a shared parking approach shall be implemented unless infeasible. The applicant shall demonstrate to the zoning administrator why shared parking is not feasible and that the total amount of parking to be provided will not comprise more than one hundred ten percent (110%) of the average daily peak demand.
 4. Tandem parking spaces for all single-family residential attached, residential duplex, and residential townhouse units shall be permitted. Tandem parking may be used with multi-family developments when the use of tandem parking spaces can be assigned to individual units and can be under the control of single households.
 5. Parking structures are encouraged to maximize usable land and to reduce the need for surface parking lots. Structures should provide for shared parking where possible and needed for the given land uses. Parking structures should be located away from the immediate streetscape where possible; provided, however, that parking structures shall be permitted adjacent to streetscapes where the design of such structures reflects the overall design of the project of which they are a part and/or landscaping is placed between the parking structure and the streetscape. Options for placement include center of block, above ground, below ground, and alley access sites.
 6. Parking structures shall include pedestrian walkways and connections to continuous pedestrian paths/sidewalks.
 7. Parking structures shall be architecturally integrated or designed with the same theme as the entire station community development or adjacent main buildings.

8. Parking structures with blank facades and solid walls at grade are not permitted except as approved pursuant to an approved development plan or where buffered by not less than five feet (5') of landscaping. Remote signage may be used to break up blank facades and solid walls and to add visual interest to the exterior of the parking structure.

9. Storage parking of recreational vehicles shall not be permitted in the TSOD except where facilities for such storage are specifically approved pursuant to a development plan. (2001 Code § 89-4-809; amd. 2009 Code; Ord. 10-20, 7-28-2010; Ord. 13-07, 3-13-2013; Ord. 14-19, 5-28-2014)

13-6G-10: BICYCLE PARKING AND BIKE LANES:

- A. The requirements and recommendations for bicycle parking and bike lanes set forth in this chapter shall supersede the requirements of chapter 12 of this title.
- B. The recommended number of bicycle stalls shall be based on the following, provided, however, that a different number of bicycle parking stalls may be provided in accordance with an approved development plan:

Land Use	Stall Requirement
Industrial uses	1 stall per 5,000 square feet of gross floor area
Multi-family residential	1 stall per 3 dwelling units
Office uses	1 stall per 2,000 square feet of gross floor area
Park and ride facilities	1 stall per 25 parking stalls
Retail uses	1 stall per 1,000 square feet of gross floor area
Station stop	10 stalls

- C. Bicycle parking facilities must be located in a well lit area that is reasonably proximate to the core commercial building or common facility entrance. Long term bicycle parking facilities located within structures is encouraged.
- D. Bike lanes shall be provided according to city master plans, as modified pursuant to an approved development plan, and construction standards. Bike lanes shall be delineated from the rest of the street space with a demarcated path.
- E. Where provided, bicycle parking racks or other bicycle storage facilities shall be designed to deter theft. Bicycle parking areas shall be designed so as to provide reasonably sized storage and maneuvering space for such parking areas. (2001 Code § 89-4-810; amd. 2009 Code; Ord. 10-20, 7-28-2010)

13-6G-11: ARCHITECTURAL, BUILDING AND SITE DESIGN STANDARDS:

A variety of architectural features and building materials is encouraged to give each building or group of buildings a distinct character.

A. Height: New structures within the TSOD shall be no more than forty five feet (45') high for single-family residential, and seventy five feet (75') for mixed use structures, except for new structures in the residential station communities and the city center station community. Those communities shall meet the criteria for height as stated in the underlying zoning districts. The height requirements for commercial, office and industrial structures shall be dictated by the underlying zoning districts. An increase to the maximum height requirement for a structure may be granted by the planning commission through a conditional use permit.

B. Building Facades And Entryways:

1. All buildings in a TSOD must provide a main entrance on the facade of a building nearest to and facing a street that connects to the communities' transit station.

2. Building facades should avoid a uniform building style.

3. Architectural style, colors and materials shall be compatible throughout the station community.

4. The style and materials shall complement the surrounding environment and not detract from any visual corridor views.

5. The architectural features, materials and articulation shall be continuous along all sides visible from any street or pedestrian path. The following is a list of encouraged, but noninclusive, architectural features:

a. Cornices;

b. Pediment entry;

c. Columns or pillar;

d. Overhang;

e. Window molding;

f. Recessed fenestration;

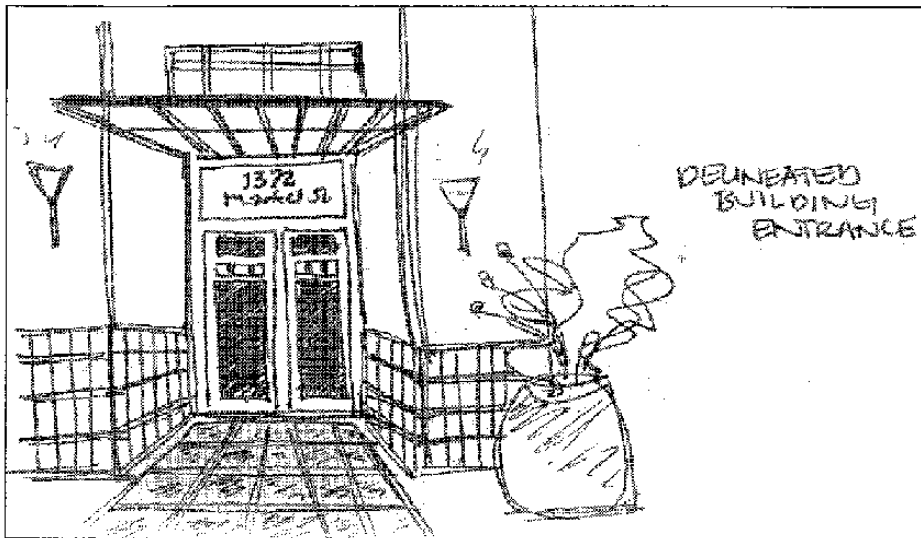
g. Portico;

h. Overhang;

i. Porte-cochere.

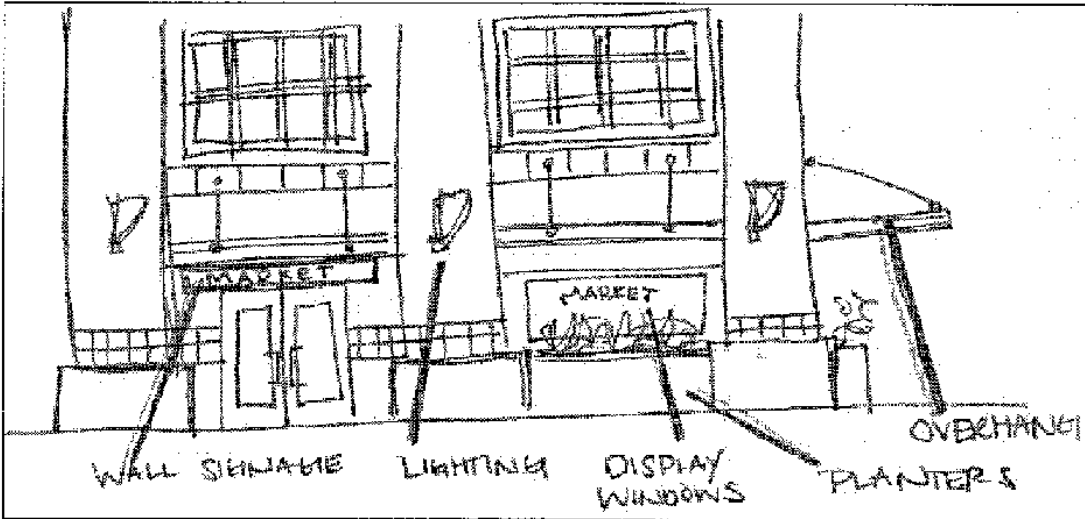
6. The front facade of all principal buildings shall face onto the street and not be oriented toward a parking lot or parking structure; unless it is found that a building fronts both a vehicular/arterial street and a pedestrian or neighborhood street.

7. Porches, roof overhangs, hooded front doors, and other architectural facade elements shall define the front entrance to all principal structures.



8. For commercial, retail and office buildings, a minimum of fifty percent (50%) of the front facade on the ground floor shall be transparent, consisting of a transparent window or door opening allowing views into and out of the interior of the building.

9. Planters and window boxes for flowers and climbing vines are encouraged as building facade enhancement features.



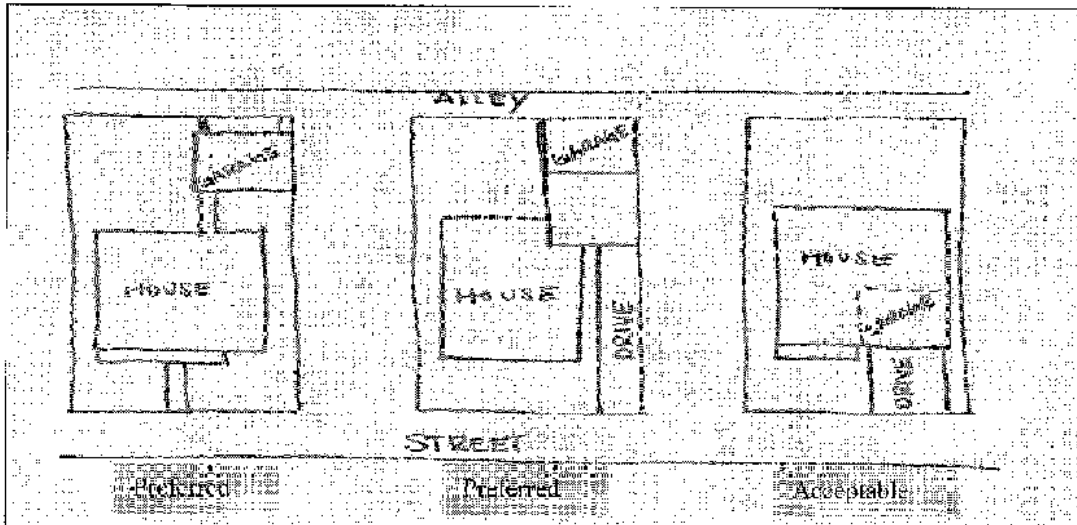
10. Rooflines with visible ornamental features are encouraged. Features may include cornices and parapets. They should demonstrate recognition of the climate by utilizing appropriate pitch, drainage and materials in order to provide visual coherence to each project.

11. Buildings should have a visually distinct base that creates a welcoming environment for pedestrians. The lowest level of the building should have more mass and bulk in order to be delineated and scaled.

12. The following standards shall govern fenestration:

- a. Minimum First Floor Glass: The first floor front facade of buildings facing a street or a pedestrianway shall be at least sixty percent (60%) glass surfaces. Structures within the CC zoning subdistricts shall meet section 13-5I-8 of this title.
- b. Display Windows: Display windows shall not have permanently painted, treated or reflective glass.
- c. Length Of Facade With No Fenestration: The length of sidewalk level building facade which has no fenestration shall not exceed ten feet (10') in length.

13. For all single- and two-family dwellings, the physical and visual presence of garages shall be minimized. No overly prominent garages may become de facto home entryways. Garages attached to a single- or two-family dwelling shall be recessed behind the main facade of the residential dwelling. The garage shall not account for more than forty percent (40%) of the dwelling's facade.



Examples of single-family dwelling garage placements where garage and/or driveway presence is minimized to help create a pedestrian friendly environment. (2001 Code § 89-4-811; amd. 2009 Code; Ord. 10-20, 7-28-2010; Ord. 14-19, 5-28-2014)

13-6G-12: STREET ORIENTED BUILDING PLACEMENT:

Except for single-family and two-family residences, all buildings shall face a public or private right of way and shall be set back as near the sidewalk edge with as minimal a setback as possible unless differently approved pursuant to a development plan. The setback of a building may be increased to a maximum of twenty feet (20') from a public or private right of way, if a courtyard, plaza, promenade, social event area or outdoor dining area is incorporated into the development's design. Parking lots, garages and drive lanes shall not be allowed between the right of way line of a public or private road (exclusive of alleys) and any building. This shall not include parking structures that are architecturally compatible with a master planned development. Lots at the intersection of two (2) arterial streets are exempt from this criterion. (2001 Code § 89-4-812; amd. 2009 Code; Ord. 10-20, 7-28-2010; Ord. 14-19, 5-28-2014)

13-6G-13: BLOCKS:

Blocks shall not exceed eight hundred feet (800') in length and must provide links to pedestrian paths/sidewalks at least every three hundred feet (300'). (2001 Code § 89-4-813)

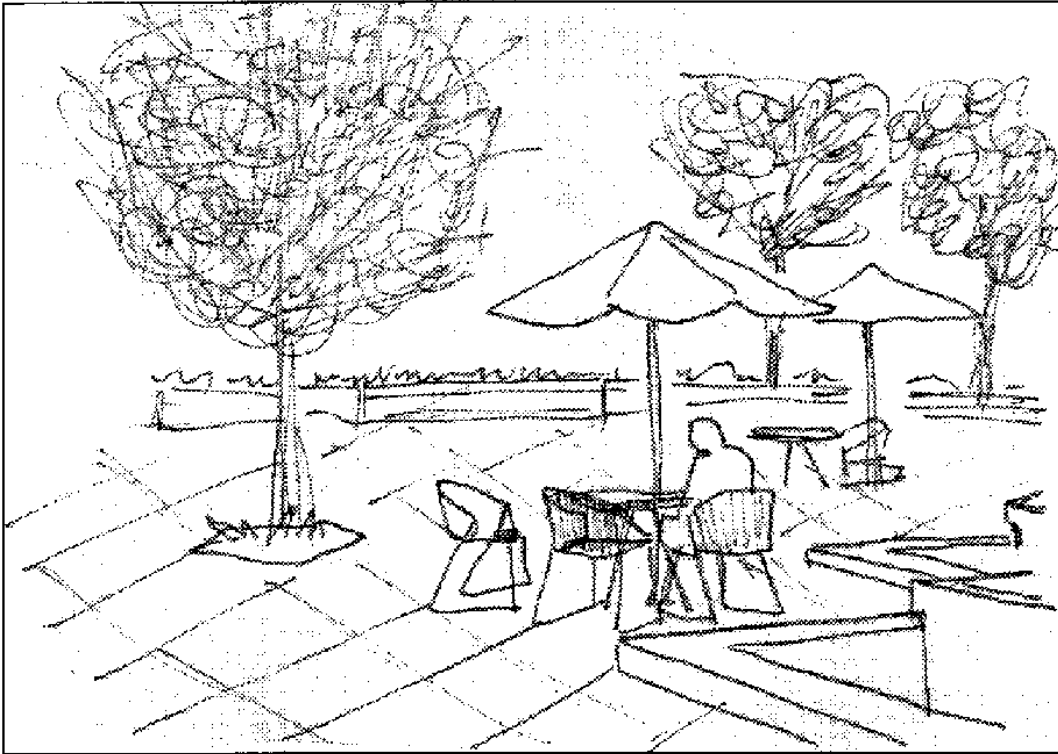
13-6G-14: OPEN SPACE REQUIREMENTS:

- A. The West Jordan city center station community shall provide at least fifteen percent (15%) of the total development area for open space.

- 813 B. Jordan Valley and BRT station communities shall provide at least ten percent (10%)
814 of the total development area for open space.
815
816 C. Pocket parks, miniparks, courtyards, plazas, fountain areas and landscaped social
817 gathering areas may count toward the green space requirements of this section.



- 818
819 D. Each project shall designate at least one public open space with easy access to
820 residents, employees and other users of the area. Each open space shall provide
821 for at least three (3) of the following conditions:
822
823 1. Public art;
824
825 2. Sitting areas (i.e., stairs, planter boxes, benches or chairs);
826
827 3. Food (either through immediate restaurants, eateries, vendors or stores);
828
829 4. Furniture;
830
831 5. Water features;
832
833 6. Natural light of at least four (4) hours of exposure.



(2001 Code § 89-4-814; amd. 2009 Code; Ord. 10-20, 7-28-2010)

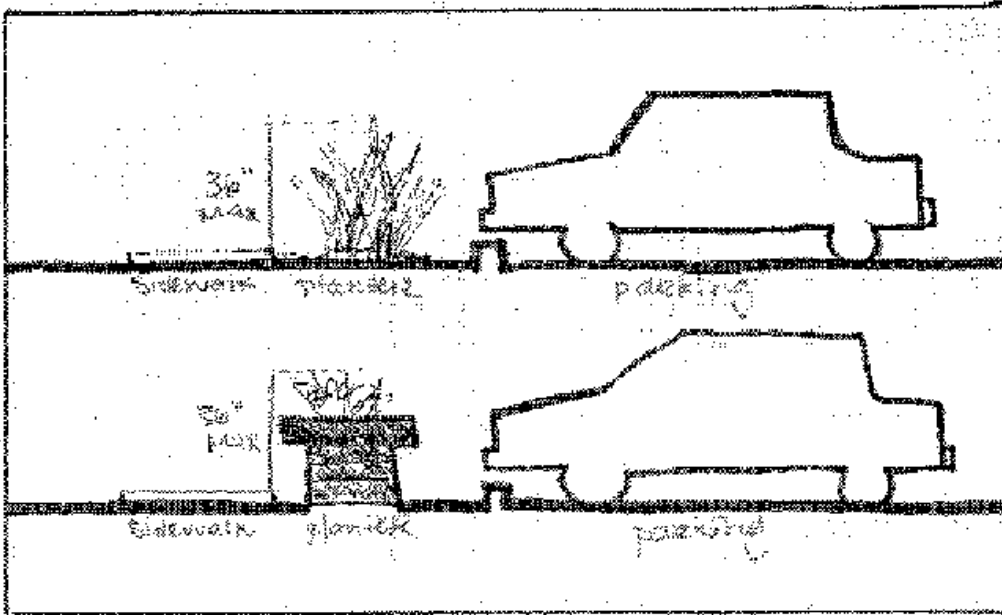
13-6G-15: LANDSCAPING STANDARDS:

Overall composition and location of landscaping shall complement the scale of the development and its surroundings. In general, larger, well placed contiguous planting areas shall be preferred to smaller, disconnected areas. The following site landscaping standards shall apply to all new development, except single-family residential:

- A. Street Trees: Street trees shall be provided on all street frontages, at a minimum of one tree for every twenty five feet (25') of public or private right of way. Street trees may be clustered and need not be evenly spaced. Trees should preferably be placed between the sidewalk and curb in a landscaped strip or in tree wells (at least 3 feet in diameter) installed in paved pedestrian paths, at least eight feet (8') wide.
- B. Residential, Office Developments: A minimum of twenty percent (20%) of a residential, office or public/semipublic development site shall be landscaped. Decorative pavement within a public plaza, excluding sidewalks, may be counted toward up to one-third (1/3) of the landscaping to meet this requirement. Outdoor play areas may be counted toward up to one-half (1/2) of the landscaping to meet this requirement.

C. Parking, Loading Areas: All parking and loading areas fronting public streets or sidewalks and all parking and loading areas abutting residential districts or uses shall provide:

1. A landscaped area at least five feet (5') wide along public streets or sidewalks.



3. One tree for each twenty five (25) linear feet of parking lot frontage.

4. In large parking lots containing more than two hundred (200) spaces, an additional landscaped area of at least three hundred (300) square feet shall be provided for each twenty five (25) spaces, or fraction thereof, and must contain one canopy tree. The remainder shall be covered with turf grass, native grasses or other perennial flowering plants, vines or shrubs.

5. The corners of parking lots, "islands" and all other areas not used for parking or vehicular circulation shall be landscaped. Vegetation can include turf grass, native grasses or other perennial flowering plants, vines, shrubs or trees. Such spaces may include architectural features such as benches, kiosks or bicycle parking.

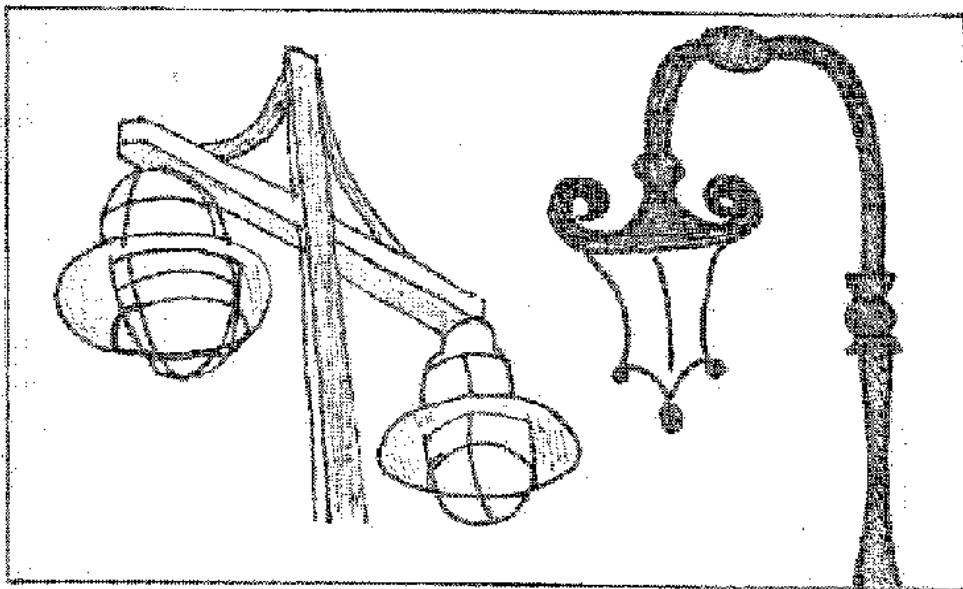
D. Street Walls And Garden Walls: Street and garden walls shall establish a distinct edge to the street space where the buildings do not. Masonry walls should define the outdoor space and separate the street space from the private realm (parking lots, trash cans, gardens and equipment). The finished side shall face the street space. A street wall is a masonry wall set back not more than eight inches (8") from the required building line or adjacent building facade. A vehicle entry gate (opaque, maximum 18 feet wide) and a pedestrian entry gate (maximum 6 feet wide) are

both allowed as limited substitutions within any required street wall length. The following materials are permitted:

1. Native/regional stone and equivalent imitation stone;
2. Metal (wrought iron, welded steel and/or aluminum [electrostatically plated black]);
3. Brick or CMU block; or
4. A combination of materials (e.g., stone piers with brick infill panels). (2001 Code § 89-4-815; amd. 2009 Code)

13-6G-16: LIGHTING STANDARDS:

Street lighting shall be provided along all streets and alleys. More smaller lights, as opposed to fewer, high intensity lights, should be used. Streetlights shall be installed on both sides of the street with spacing no greater than seventy five feet (75') per fixture. Street lighting design shall meet the minimum standards developed by the Illumination Engineering Society. Materials and equipment chosen for lighting fixtures should be durable and weather well. Lighting is desirable for nighttime visibility, crime deterrence and decoration; however, to avoid lighting that is too bright, creates glare, hinders night vision, or creates light pollution, all lighting shall be shielded to prevent uplighting and light escape. A standard list of approved lighting fixture choices will be available for each station community, as approved by the city.



(2001 Code § 89-4-816; amd. 2009 Code)

13-6G-17: DEVELOPMENT PLAN:

- 913
- 914 A. Development Plan Review: The steps outlined in section 15-3-8 of this code shall
- 915 be followed in connection with an application for approval of a development plan,
- 916 along with the required fees and other specific processes required by this code to
- 917 complete a specific project.
- 918
- 919 B. Development Plan Requirements: A development plan shall be prepared for each
- 920 designated TSOD. The plan may modify the boundaries of the overlay district and
- 921 provide for the physical design of the TSOD relative to public improvements,
- 922 development standards, design criteria and public incentives. The development
- 923 plan shall follow the submittal requirements found in subsections 13-5J-10B through
- 924 E of this title and include the following:
- 925
- 926 1. Existing land uses, property ownership, development character and the relative
- 927 character of existing uses within one-half (1/2) mile of the proposed transit
- 928 station location.
- 929
- 930 2. For sites larger than two (2) acres, an independent real estate market analysis
- 931 of the proposed development, which takes into consideration the potential
- 932 demand for the proposed nonresidential uses within the TSOD.
- 933
- 934 3. Analysis of potential impacts to existing infrastructure, including a traffic study.
- 935
- 936 4. Development specifics such as the station community and project boundaries,
- 937 building placement, parking, pedestrian and bicycle paths, plazas, social
- 938 gathering centers, building elevations, lighting and signage.
- 939
- 940 5. An implementation and phasing timetable. (2001 Code § 89-4-818; amd. 2009
- 941 Code; Ord. 10-09, 2-24-2010; Ord. 14-19, 5-28-2014)
- 942

943 **[New section, as presented to and recommended by the Planning Commission]**

944

945 **13-6G-18: TRANSIT OVERLAY INFILL PROJECTS:**

946

- 947 A. Applicable Developments: In any infill transit-oriented project comprising seven (7)
- 948 acres or less, any one or more provisions of this article may be waived by the city
- 949 council, with or without a planning commission recommendation, based upon
- 950 specific findings and appropriate justification.
- 951
- 952 B. Prohibited Developments: An infill transit-oriented development under this section
- 953 shall not include any of the following:
- 954
- 955 1. One or more phases associated with a development that is larger than seven (7)
- 956 acres;

- 957 2. A lot or parcel that is subdivided from a larger property containing larger than
958 seven (7) acres of vacant land; and
959
960 3. Any other change in the property or property lines intended to circumvent the
961 purpose of this section.
962
963 C. No Precedential Effect: Any provisions of this article that are waived or modified by
964 the city council cannot be used as precedent for any future project or development.
965
966 D. Required Inclusion with MDA: Modifications of the provisions of this article shall be
967 listed in the Master Development Agreement.
968

969
970 [New section, as presented to and recommended by the Planning Commission, with
971 additional changes recommended by the City Attorney's office]
972

973 **13-6G-18: TRANSIT OVERLAY INFILL PROJECTS:**
974

- 975 A. Applicable Developments: In any infill transit-oriented project comprising seven (7)
976 acres or less, any one or more provisions of this article may be modified or waived
977 by the city council, based upon the criteria set forth in subsection D of this section.
978
979 B. Prohibited Developments: An infill transit-oriented development under this section
980 shall not include any of the following:
981
982 1. One or more phases associated with a development that is larger than seven (7)
983 acres;
984
985 2. A lot or parcel that is subdivided from a larger property containing larger than
986 seven (7) acres of vacant land; and
987
988 3. Any other change in the property or property lines intended to circumvent the
989 purpose of this section.
990
991 C. No Precedential Effect: Any provisions of this article that are waived or modified by
992 the city council cannot be used as precedent for any future project or development.
993
994 D. Modification/Waiver Criteria Required for Inclusion with MDA: Modifications or
995 waivers of the provisions of this article shall be listed in the Master Development
996 Agreement ("MDA"). Any modifications or waivers granted shall be based upon
997 specific benefits the City will realize as a result of the modifications or waivers as
998 determined by the city council. The MDA shall specifically identify (i) the
999 modifications or waivers granted, and (ii) the benefits anticipated as a result of the
1000 modifications or waivers. The ordinance or resolution approving the MDA shall (i)
1001 specifically reference such modification or waivers as well as the benefits

1002 anticipated, and (ii) include findings by the city council that the modifications or
1003 waivers as well as the benefits flowing therefrom are in the best interests of the city.

1004
1005 **[Clean version of new section, as presented to and recommended by the Planning**
1006 **Commission, with additional changes recommended by the City Attorney's office]**

1007
1008 **13-6G-18: TRANSIT OVERLAY INFILL PROJECTS:**

- 1009
1010 A. Applicable Developments: In any infill transit-oriented project comprising seven (7)
1011 acres or less, any one or more provisions of this article may be modified or waived
1012 by the city council, based upon the criteria set forth in subsection D of this section.
1013
1014 B. Prohibited Developments: An infill transit-oriented development under this section
1015 shall not include any of the following:
1016 1. One or more phases associated with a development that is larger than seven (7)
1017 acres;
1018
1019 2. A lot or parcel that is subdivided from a larger property containing larger than
1020 seven (7) acres of vacant land; and
1021
1022 3. Any other change in the property or property lines intended to circumvent the
1023 purpose of this section.
1024
1025 C. No Precedential Effect: Any provisions of this article that are waived or modified by
1026 the city council cannot be used as precedent for any future project or development.
1027
1028 D. Modification/Waiver Criteria Required for Inclusion with MDA: Modifications or
1029 waivers of the provisions of this article shall be listed in the Master Development
1030 Agreement ("MDA"). Any modifications or waivers granted shall be based upon
1031 specific benefits the City will realize as a result of the modifications or waivers as
1032 determined by the city council. The MDA shall specifically identify (i) the
1033 modifications or waivers granted, and (ii) the benefits anticipated as a result of the
1034 modifications or waivers. The ordinance or resolution approving the MDA shall (i)
1035 specifically reference such modification or waivers as well as the benefits
1036 anticipated, and (ii) include findings by the city council that the modifications or
1037 waivers as well as the benefits flowing therefrom are in the best interests of the city.

6a - Transit Station Overlay Infill Projects

11.04.2020 (002) Final

Final Audit Report

2020-10-30

Created:	2020-10-29
By:	Cindy Quick (Cindy.quick@westjordan.utah.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAA_GuZV6Tk4AWSmu-9OFEvT_Jbj1SYFtQL

"6a - Transit Station Overlay Infill Projects 11.04.2020 (002) Final" History

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2020-10-29 - 10:32:39 PM GMT- IP address: 207.225.200.66
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Agreement completed.

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