
MEMORANDUM

DATE: August 5, 2010

TO: Council Members

FROM: Janice Jardine

SUBJECT: Petition No. PLNPCM2009-00510 – North Temple Boulevard Plan
Petition No. PLNPCM2009- 00096 – Establishing the TSA Transit Station Area
Zoning District and rezoning properties along North Temple Street

- *One public hearing has been listed on the Council agenda to accept public comment on the North Temple Boulevard Plan and the new Transit Station Area zoning regulations because the two petitions are related.*
 - *The Council will need to make two separate motions, one for each petition. (Please see Potential Motions below.)*
 - *The two actions relate to temporary land use zoning regulations adopted by the City Council in February 2010 rezoning properties along North Temple Street with the Transit Corridor TC-75 Zoning District classification.*
 - *The temporary regulations expire on August 11, 2010.*
 - *A new zoning map has been prepared that would rezone properties in the 2200 West area with the Transit Station Area Zoning District Core Area. The map was adjusted based on discussion at the Council's briefing on July 6 regarding the potential for this area to become a gateway to the city.*
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POTENTIAL MOTIONS:

➤ **North Temple Boulevard Plan**

1. ["I move that the Council"] Adopt the ordinance establishing the North Temple Boulevard Plan.
2. ["I move that the Council"] Not adopt the ordinance establishing the North Temple Boulevard Plan.

➤ **Transit Station Area Zoning District and rezone properties along North Temple Street**

1. ["I move that the Council"] Adopt the ordinance establishing the Transit Station Area Zoning District and rezoning properties along North Temple Street.
2. ["I move that the Council"] Not adopt the ordinance establishing the Transit Station Area Zoning District and rezoning properties along North Temple Street.

The following information was provided previously for the Council Work Session on July 6, 2010. It is provided again for background purposes.

The following schedule has been identified for Council action:

July 6	Council Work Session briefing/discussion
July 13	Set public hearing date for August 11, 2010
Aug. 10	Public hearing – potential adoption

Due to the expiration of the North Temple temporary land use regulations on August 11, 2010, the limited number of Council meetings available prior to that date, the need to move these items through the Council process quickly and previous discussions the Council has had relating to the North Temple Boulevard Plan and the Transit Station Area zoning regulations, a Council staff report and analysis has not been provided for these two items.

This memo will provide a brief summary of key elements related to the North Temple Boulevard Plan and the Transit Station Area zoning regulations. Please refer to the Administration's paperwork for both petitions for details. A copy of the North Temple Boulevard Plan, the Transit Station Area zoning regulations and the Transit Station Area Development Guidelines can be found in the Administration's paperwork at the end of the ordinance for each item.

➤ **North Temple Boulevard Plan**

- A. The study area includes properties along North Temple Street from 600 West to 2200 West, the North Temple Viaduct area (300 West to 600 West and 200 South to 600 North) and the Euclid neighborhood generally located between North Temple and I-80 and I-15 and the Jordan River. Although the light rail line will include a station at the Salt Lake International Airport, the Plan does not provide policies for future development or changes at the Airport.
- B. The proposed North Temple Boulevard Plan provides a framework for land use and urban design decisions that will be required as North Temple changes from an auto-oriented street to a street that accommodates mass transit, pedestrians, bicyclists and automobiles, and provides transportation options for people of all ages and abilities. The document is intended to provide direction to decision makers, property owners, business owners, designers and developers regarding the community's vision for North Temple Boulevard.
- C. The content of the Plan replaces earlier land use plans and is intended to be used in the decision making process for future land use decisions, public investments, allocation of resources and other processes that may impact the North Temple Corridor. Adoption of the Plan will change the Capitol Hill, Northwest and West Salt Lake Community Master Plans and replace the Euclid Small Area Plan. (Planning staff has noted that the Plan incorporates previous efforts underway in the Planning Division regarding updating the Euclid Small Area Plan.)
- D. The purpose of the North Temple Boulevard Plan is to:
 - 1. Turn North Temple into a boulevard street that is the main street that connects neighborhoods to one another;
 - 2. Create compact, walkable, transit-oriented neighborhoods around each station;
 - 3. Increase transit ridership;
 - 4. Improve the overall safety of the community;
 - 5. Establish guidelines for street design and connectivity that will accommodate all users;

6. Create opportunities for affordable and accessible living options while increasing the residential densities near the stations by providing a mix of housing types;
 7. Provide for a diverse mix of uses and building types around the transit stations; and
 8. Create long term economic stability for the station areas.
- E. Sections of the Plan applicable to the entire corridor include Development Principles (placemaking, diverse mix of uses, connectivity and circulation, location efficiency/compactness, compatibility, parking, and value capture e.g. economic stability, increased property values and return on public investment). Other sections addressed include Art in Transit; Transit-Oriented Development and Sustainability Concepts.
- F. The Plan notes that station area types are important in creating zoning regulations because it is difficult to develop a one-size-fits-all approach to transit-oriented zoning due to the unique character of each area. A station area typology is used to describe the physical characteristics and future vision for a specific transit station. There are several different station areas types identified along North Temple:
1. Urban Center Station Area (Viaduct Transfer Station)
 2. Urban Neighborhood Station Area (800 West Station)
 3. Mixed-Use Employment Station Area (1950 West, 2200 West and Cornell Stations)
 4. Special Purpose Station Area (Fairpark and Airport Stations)
- G. The Plan divides the study area into 5 smaller Station Area Plans:
1. Viaduct Transfer Station Area Plan - pgs. 23 – 44
 2. 800 West Station Area Plan - pgs. 45 – 69
 3. Fairpark Station Area Plan (approximately 1100 West) - pgs. 70 – 87
 4. Cornell Station Area Plan (1520 West) - pgs. 88 – 107
 5. 1950 West and 2200 West Station Area Plan (combined study areas) - pgs. 108 – 127
- H. Each station area plan contains sections that address:
1. Vision
 2. Community input
 3. Existing Conditions and Context
 4. Core, Transition and Stable areas (Please see attached map.)
 - a. Core areas – areas where an intense level of transit-oriented zoning is appropriate.
 - b. Transition areas – areas that are appropriate for mixed-use and less intensive transit-oriented zoning.
 - c. Stable areas – areas where little change is expected or desired or where the current zoning allows for the desired future land uses and intensities.
 5. Urban Design Framework Key Concepts and Recommendations
 6. Station Area Policies and Strategies
 7. Key Projects and Follow-up Actions

➤ **TSA Transit Station Area zoning regulations**

- A. The proposed zoning changes include establishing a new TSA Transit Station Area Zoning District, adding zoning regulations to the current parking and sign chapters and rezoning properties within the North Temple Boulevard Plan study area. (Please see the attached map for areas to be rezoned.)
- B. The North Temple corridor and surrounding areas include an existing mix of zoning districts:
1. M-1 Light Manufacturing
 2. BP Business Park
 3. CG General Commercial
 4. CS Community Shopping
 5. CC Corridor Commercial
 6. PL Public Lands
 7. GMU Gateway Mixed Use
 8. RMF-35
 9. RMF-30
 10. SR-1A
 11. R-1/5000
- C. On May 14, 2010, the Administration provided an advance briefing to the Council regarding the proposed zoning regulations. The regulations are a new concept combining commonly used zoning regulations with design and development standards and guidelines. The focus is how development relates to the street and surrounding neighborhoods in terms of development form rather than in terms of use. (Please see item E below for additional details.) A substantial amount of the information in the North Temple Boulevard Plan is incorporated into the zoning regulations. The North Temple Boulevard Plan and Station Area Plans are intended to work hand in hand with the proposed Transit Station Area Zoning District and Transit Station Area Development Guidelines and provide incentives for development that achieves the goals set forth in the Plan.
- D. The overall goals of the proposed zoning regulations are to:
1. Put public participation up front in the planning process, instead of as a reaction to individual developments.
 2. Make it easier for desirable development to be processed.
 3. Create options for applicants in terms of how they design their project and how they want to be processed.
 4. Provide the option of predefined outcomes.
(An applicant has the option to determine their approval process. They can choose to go through the Conditional Building and Site Design Review, either at the Planning Commission level or Administrative Hearing, or they can go straight to administrative review and approval by incorporating a certain level of the development guidelines.)
- E. The proposed zoning regulations are intended to regulate the physical form of buildings and how they relate to transit, the street, public spaces, adjacent buildings, and adjacent neighborhoods. Less emphasis is placed on use. A table of prohibited uses, which varies depending on the type of station area, lists those uses that are not allowed. If an existing use is identified as a prohibited use, the use would continue as legal nonconforming use. All other uses would be permitted.
- F. The purpose statement includes a detailed overall description of the Transit Station Area District and specific descriptions of the Core and Transition Areas.
- G. A station area typology is used based on characteristics such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a

common vision for development of a transit station area. Station area types in the proposed zoning regulations include Urban Center, Urban Neighborhood, Mixed-Use Employment Center, and Special Purpose areas. Prior to classifying a transit station into a specific type, a station area plan must be adopted by the City Council in order to apply this zoning district to a geographic area. Only those stations that have an adopted station area plan will be classified.

- H. Design and development standards are identified in the proposed ordinance. Development projects will be required to comply with regulations that include:
 - 1. Building height and setbacks;
 - 2. Special setback provisions for properties along the Jordan River;
 - 3. Minimum lot coverage;
 - 4. Open space;
 - 5. Circulation and connectivity;
 - 6. Parking locations and structures; and
 - 7. Minimum design requirements including building façade architectural variety and scale, ground floor building materials, first floor glass, the location of doors and entrances, residential uses and densities, mechanical equipment and service areas.

- I. Additional development standards are identified in the “Transit Station Area Development Guidelines” that will be adopted by reference, but not include in the Zoning Ordinance. The intent is to reward high quality, desired development through the use of incentives (such as increased building height) and by allowing for a quicker review process. The development guidelines are to be used by the City Administration in the review process for each project located in the Transit Station Area Zoning District. Any amendment to the guidelines should be reviewed as an amendment to the Zoning Ordinance. The review process is outlined in the proposed zoning regulations.

- J. Following the guidelines is voluntary and not required for any project. Compliance with the guidelines entitles applicants to faster review and can guide new development and redevelopment towards implementing the vision in the Station Area Plans.

- K. Each guideline includes an assigned value based on several factors including the importance of the guideline in implementing the vision of a Station Area Plan or other applicable land use related policies of the City and the cost of addressing the guideline. (Please see the Transit Station Area Development Guidelines, Exhibit B at the end of the ordinance, for specific development guidelines and assigned value numbers. pgs. 9 – 42.) The resulting development score is established by adding the values of each guideline that has been incorporated into a project.

- L. The approval process for all new development and redevelopment is based on the development score. The higher the development score, the more streamlined the approval process. A series of threshold tiers has been established indicating which approval process is required.
 - 1. Tier 1 – projects with a development score less than 50 points will require Planning Commission approval through the Conditional Building and Site Design Review process and standards. This process requires public input prior to scheduling a public hearing with the Planning Commission. Estimated process timeframe – 3-6 months.
 - 2. Tier 2 – projects with a development score between 50 and 99 points require an Administrative Hearing. This process allows for a relatively quick review and approval process, but still requires a public hearing. Estimated process timeframe – 1-3 months.
 - 3. Tier 3 – projects with a development score of 100 points or more allows administrative approval without a public hearing, providing a streamlined approval process. Estimated process timeframe – similar to the permitted use “over-the-counter” building permit review process.

- M. Additional regulations are required for developments that exceed 5 acres. The primary purpose is to ensure that circulation and connectivity issues are addressed. The design of an internal circulation system and connectivity to public rights of way is subject to approval from the Transportation Division. This would not be a departure from the current review process, but would provide guidance to developers in terms of what is expected.
- N. Proposed changes to existing zoning regulations – parking ratios and signage.
1. Parking - (Sec. 21A.44.040.C Off Street Parking and Loading: Transportation Demand Management - Special Minimum And Maximum Parking For Certain Districts)
 - a. No minimum off-street parking requirements in the Core Area
 - b. Minimum off-street parking requirement in a Transition Area shall be equal to 50% of the current requirement in the Zoning Ordinance. (Sec. 21A.44.060 – Number of Off-Street Parking Spaces)
 - c. Maximum off-street parking:
 - Residential uses require one stall per dwelling unit in the Core Area and 1.5 stalls per dwelling unit in the Transition Area.
 - All other uses require 3 stalls for every 1,000 square feet of net floor space in the Core and Transition Areas.
 - Maximum off-street parking requirement for mixed use developments shall be calculated based on the above ratio for each different type of use that may occupy the building.
 2. Signage: The current Transit Corridor Zoning District TC-75 sign regulations will be applied to the Transit Station Area TSA Zoning District. (Please see pgs. 5-8 in the proposed ordinance for details.)

cc: David Everitt, Karen Hale, Bianca Shreeve, Holly Hilton, Ben McAdams, Ed Rutan, Lynn Pace, Paul Nielson, Frank Gray, Mary De La Mare-Schafer, Wilf Sommerkorn, Cheri Coffey, Joel Paterson, Nick Norris, Craig Spangenberg, Randy Isbell, Orion Goff, Les Koch, Larry Butcher, DJ Baxter, Rick Graham, Kevin Bergstrom, Jeff Niermeyer, Tom Ward, Brad Stewart, Tim Harpst, Kevin Young, John Naser, Maureen Riley, Alan McCandless, City Council Liaisons, Mayors Liaisons

File Location: Community Development Dept., Planning Division, North Temple Boulevard Plan and the Transit Station Area zoning regulations and Zoning Map Amendment, Mayor Ralph Becker and Planning Commission

SALT LAKE CITY ORDINANCE

No. _____ of 2010

(An ordinance amending portions of Title 21A of the *Salt Lake City Code* and amending the zoning map to establish the Transit Station Area zoning district)

An ordinance amending section 21A (Zoning) of the *Salt Lake City Code* pursuant to Petition No. PLNPCM2010-00096 to establish the TSA Transit Station Area zoning district, amending existing sections of Title 21A affected by the establishment of the TSA Transit Station Area zoning district, and amending the zoning map to establish the boundaries thereof.

WHEREAS, the Salt Lake City Planning Commission (“Planning Commission”) held a public hearing on May 26, 2010 to consider a request made by the Planning Commission (Petition No. PLNPCM2010-00096) to amend Title 21A of the *Salt Lake City Code* to adopt a new section 21A.26.078 to establish the Transit Station Area zoning district, to amend existing sections of Title 21A affected by the establishment of the Transit Station Area zoning district, and to amend the zoning map to delineate the boundaries thereof; and

WHEREAS, the Planning Commission continued its review of said petition to a June 9, 2010 public meeting to allow Planning Division staff time to make minor revisions to the proposed amendments; and

WHEREAS, at its June 9, 2010 meeting, the Planning Commission voted to transmit a positive recommendation to the Salt Lake City Council (“City Council”) on said application; and

WHEREAS, after a public hearing on this matter the City Council has determined that this ordinance is in the City’s best interests.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending text of *Salt Lake City Code* section to adopt section 21A.26.078

That section 21A.26.078 of the *Salt Lake City Code* (Zoning: TSA Transit Station Area District),

shall be, and hereby is, adopted to contain the text and depictions as set forth in Exhibit "A" hereto. The Transit Station Area Development Guidelines, incorporated by reference into the new section 21A.26.078 are provided herewith as Exhibit "B" and shall not be codified, but shall be kept on file with the Planning Division and made available to the public on the City's web site.

SECTION 2. Amending text of Salt Lake City Code section 21A.44.040. That section 21A.44.040.C (Zoning: Off Street Parking and Loading: Transportation Demand Management) of the *Salt Lake City Code* shall be, and hereby is, amended to read as follows:

C. Special Minimum And Maximum Parking For Certain Districts: The regulations of this subsection are intended to reduce traffic volumes, energy consumption, pollution and encourage multi-modal transit in certain zoning districts by reducing the minimum number of parking spaces required, and in some cases, limiting the maximum number of parking spaces allowed. The districts subject to these special controls are districts where alternative forms of transportation exist. The districts subject to these special controls shall be subject to the requirements of section 21A.44.060 of this chapter, only to the extent specifically established in this subsection.

1. D-1 District:

- a. Minimum Parking Required; Nonresidential Uses: The minimum number of parking spaces required for nonresidential uses shall be as follows:
 - (1) No parking is required for the first twenty five thousand (25,000) square feet of floor area.
 - (2) One space shall be required per one thousand (1,000) square feet of gross floor area in excess of twenty five thousand (25,000) square feet.
- b. Minimum Parking Required; Residential Uses: One-half ($1/2$) parking space shall be required for each dwelling unit.
- c. Parking Allowed; Nonresidential Uses: The number of parking stalls provided for any nonresidential use, other than retail sales and service uses, shall not exceed the amount permitted in the following four (4) phase schedule:

- (1) Phase One: No parking maximum is specified. Phase one commences at the adoption date hereof, April 12, 1995, and remains in effect for two (2) years.
 - (2) Phase Two: Parking maximum ratio of four (4) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase two shall commence at the end of phase one and shall remain in effect for two (2) years.
 - (3) Phase Three: Parking maximum ratio of three (3) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase three shall commence at the end of phase two and shall remain in effect for two (2) years.
 - (4) Phase Four: Parking maximum ratio of two and one-half (2¹/₂) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase four shall commence at the end of phase three and shall remain in effect permanently from that time.
 - (5) Phasing Process: The process of enacting phases two, three and four shall include a review and decision process that will involve receiving a recommendation from the city's contract manager of the downtown improvement district, a recommendation from the planning commission and a public hearing before the city council, prior to a final city council decision to enact the next phase. The decision to enact a subsequent phase shall include an analysis of alternative modes of transportation, air quality regulations, land use development, traffic congestion and specifically, the status of the proposed light rail transit system. A subsequent phase shall only be enacted with an affirmative vote by the city council.
- d. Maximum Parking Allowed; Retail Sale And Service Uses: The maximum parking for retail sales and service uses shall not exceed four (4) parking stalls for each one thousand (1,000) square feet of gross floor area. Implementation of this maximum parking requirement shall commence two (2) years from the adoption date hereof, April 12, 1995, and shall remain in effect permanently from that time.
 - e. Maximum Parking Allowed; Residential Uses: The maximum parking for residential uses shall not exceed two (2) parking stalls for each residential unit.
 - f. Exemption From Maximum Parking: Exemptions from the maximum parking requirements in this subsection C1 may be authorized as a conditional use pursuant to the procedures and standards of chapter 21A.54 of this title. Additionally, the applicant must demonstrate that

additional parking is necessary to support a specific land use and that additional on site parking is the most feasible means of supplying the parking demand.

2. R-MU District:

- a. For single-family and two-family residential uses in the R-MU district, one parking stall shall be required for each unit. For multiple-family residential uses in the R-MU district, one-half ($1/2$) parking space shall be provided for each dwelling unit.
- b. Credit for on street parking may be granted, as provided in subsection D of this section.

3. CN And CB Districts:

- a. For residential uses in the CN and CB districts, not less than one parking space shall be provided for each dwelling unit.
- b. Credit for on street parking may be granted, as provided in subsection D of this section.

4. G-MU, D-3, And D-4 Districts:

- a. For residential uses in the G-MU, D-3 and D-4 districts, not less than one parking space shall be provided for each dwelling unit.
- b. For buildings that have ten (10) or more residential units with at least twenty percent (20%) of the units as either affordable, senior housing, or assisted living units shall be allowed to have a minimum of one-half ($1/2$) of a parking space provided for each dwelling unit.

5. G-MU And D-3 Districts:

- a. For nonresidential uses in the G-MU and D-3 districts, no off street parking shall be required for the first five thousand (5,000) square feet of floor area. For all uses with more than five thousand (5,000) square feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, including the initial five thousand (5,000) square feet.

6. D-4 District:

- a. For nonresidential uses in the D-4 district, no off street parking shall be required for the first twenty five thousand (25,000) square feet of floor area. For all uses with more than twenty five thousand (25,000) square

feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, which shall not include the initial twenty five thousand (25,000) square feet.

7. TC-75 District:

- a. For nonresidential uses in the TC-75 district, no off street parking shall be required for the first five thousand (5,000) square feet of floor area. For all nonresidential uses with more than five thousand (5,000) square feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, including the initial five thousand (5,000) square feet.
- b. All residential parking requirements listed in table 21A.44.060F of this chapter are reduced by fifty percent (50%) within the TC-75 zoning district.

8. TSA District

- a. There are no minimum off-street parking requirements in the Core Area as identified in section 21A.26.078.
- b. The minimum off-street parking requirement in a Transition Area as identified in section 21A.26.078 shall be equal to 50% of the requirement in section 21A.44.060.
- c. The maximum off-street parking allowed shall be as follows:
 - i. Residential Uses: one stall per dwelling unit in the Core Area and 1.5 stalls per dwelling unit in the Transition Area.
 - ii. All other uses: 3 stalls for every 1,000 square feet of net floor space in the Core and Transition Area.
 - iii. Mixed use Developments: the maximum off-street parking requirements for mixed use developments shall be calculated based on the above ratio for each different type of use that may occupy the building.

SECTION 3. Amending text of Salt Lake City Code section 21A.46.095. That section 21A.46.095 (Zoning: Sign Regulations for Transit Corridor Districts) of the *Salt Lake City Code* shall be, and hereby is, amended to read as follows:

21A.46.095: SIGN REGULATIONS FOR TRANSIT CORRIDOR AND TRANSIT STATION AREA DISTRICTS:

The following regulations shall apply to signs permitted in transit corridor and transit station districts. Any sign not expressly permitted by these district regulations is prohibited.

A. Sign Regulations For The TC-75 Transit Corridor District and TSA Transit Station Area District:

1. Purpose: Sign regulations for the TC-75 and TSA districts are intended to provide for appropriate signage oriented primarily to pedestrian and mass transit traffic.
2. Applicability: Regulations in subsection A3 of this section shall apply to all lots within the TC-75 and TSA districts.
3. Sign Type, Size And Height Standards:

STANDARDS FOR THE TRANSIT CORRIDOR DISTRICT (TC-75) AND TRANSIT STATION AREA

Types Of Signs Permitted	Maximum Area Per Sign Face	Maximum Height Of Freestanding Signs ¹	Minimum Setback ²	Number Of Signs Permitted Per Sign Type	Limit On Combined Number Of Signs ³
Awning/canopy signs	1 square foot per linear foot of storefront (sign area only)	See note 1	May extend 6 feet from face of building, but no more than 2 feet from back of curb ⁶	1 per street frontage	None
Construction sign	64 square feet	12 feet	5 feet or on construction fence	2 per building	None
Flat sign (general building orientation)	1.5 square feet per linear foot of building face ⁵	See note 1	n/a	1 per building face	None
Flat sign (storefront orientation) ⁴	1.5 square feet per linear foot of store frontage ⁵	See note 1	n/a	1 per business or storefront	None

Marquee sign	Subject only to subsection 21A.46.070O of this chapter			1 per storefront	None
Monument sign	100 square feet	12 feet	None	1 per street frontage	
Nameplate, identifying building name	3 square feet	8 feet	n/a	1 per building	None
New development sign	80 square feet	12 feet	5 feet	1 per development	None
Political sign	32 square feet	8 feet	5 feet	No limit	None
Private directional sign	8 square feet	4 feet	5 feet	No limit	None
Projecting business storefront sign	4 square feet per side; 8 square feet total	See note 1. Sign face limited to 2 feet in height	May extend 4 feet from the face of the building, but no more than 2 feet from back of curb ⁶	1 per business entry to the street	None
Projecting parking entry sign	4 square feet per side; 8 square feet total	See note 1. Sign face limited to 2 feet in height	May extend 4 feet from the face of the building, but no more than 2 feet from back of curb ⁶	1 per driveway or parking lot entry	None
Public safety sign	8 square feet	6 feet	5 feet	No limit	None
Real estate sign	64 square feet	12 feet	5 feet	1 per building	None
Window sign	25% of total frontage window area per use	See note 1	n/a	No limit	None

Notes:

1. For height limits on building signs, see subsection 21A.46.070J of this Chapter.

2. Not applicable to temporary signs mounted as flat signs.
3. The total number of signs permitted from the sign types combined.
4. Storefront flat signs limited to locations on the lower 2 floors.
5. A single tenant building may combine the square footage total of both the storefront orientation and the general building orientation flat signs to construct 1 larger sign.
6. Public property lease and insurance required for projection over property line.

SECTION 4. Amending the Zoning Map. The Salt Lake City zoning map, as adopted by the Salt Lake City Code, relating to the fixing of boundaries and zoning districts, shall be and hereby is amended to reflect that all property so designated on Exhibit "C" hereto shall be and hereby is re-zoned to TSA Transit Station Area District.

SECTION 5. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2010.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER
(SEAL)

<p>APPROVED AS TO FORM Salt Lake City Attorney's Office</p> <p>Date: <u>July 15 2010</u></p> <p>By: <u>Paul C. Nielson</u> Paul C. Nielson, Senior City Attorney</p>
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Bill No. _____ of 2010.

Published: _____.

HB_ATTU-#13359-v2-Ordinance_Adopting_TSA_Zoning_District.DOC

Exhibit A

21A.26.078 TSA Transit Station Area District:

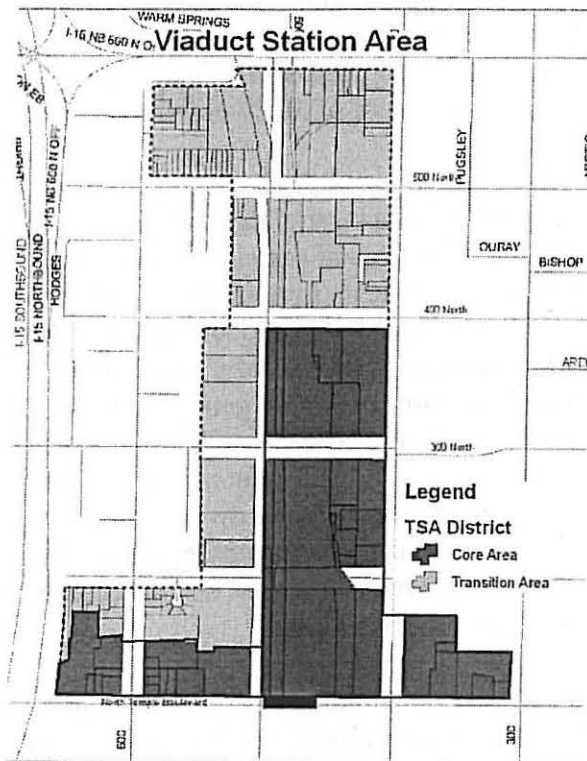
A. Purpose Statement: The purpose of the TSA Transit Station Area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed-use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed-use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed-use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two subsections: the Core Area and the Transition Area. Due to the nature of the area around specific stations, the restrictions of Overlay Zoning Districts, and the neighborhood vision, not all station areas are required to have a Core Area and a Transition Area.

1. **Core Area:** The purpose of the Core Area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit-oriented development and to enhance the area closest to a transit station as a lively, people-oriented place. The Core Area is generally within a ¼ mile walk of a transit station platform. The Core Area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two or three stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of 30 dwelling units per acre is encouraged within the Core.
2. **Transition Area:** The purpose of the Transition Area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The Transition Area is intended to provide an important support base to the Core Area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the Core Area. These areas reinforce the viability of the Core Area and provide opportunities for a range of housing types at different densities. Transition Areas are generally located within a ½ mile from the station platform, but may vary based on the character of the area. Transition Areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is 10 dwelling units per acre. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station

and its surroundings. Each station area typically will include a core area, where the most intense development will occur, and a transition area, which is intended to create a buffer area between the core and those areas with generally lower intensities and densities. Prior to classifying a transit station into a specific type, a station area plan must be adopted by the City Council prior to applying this zoning district to a geographic area. Only those stations that have an adopted station area plan will be classified.

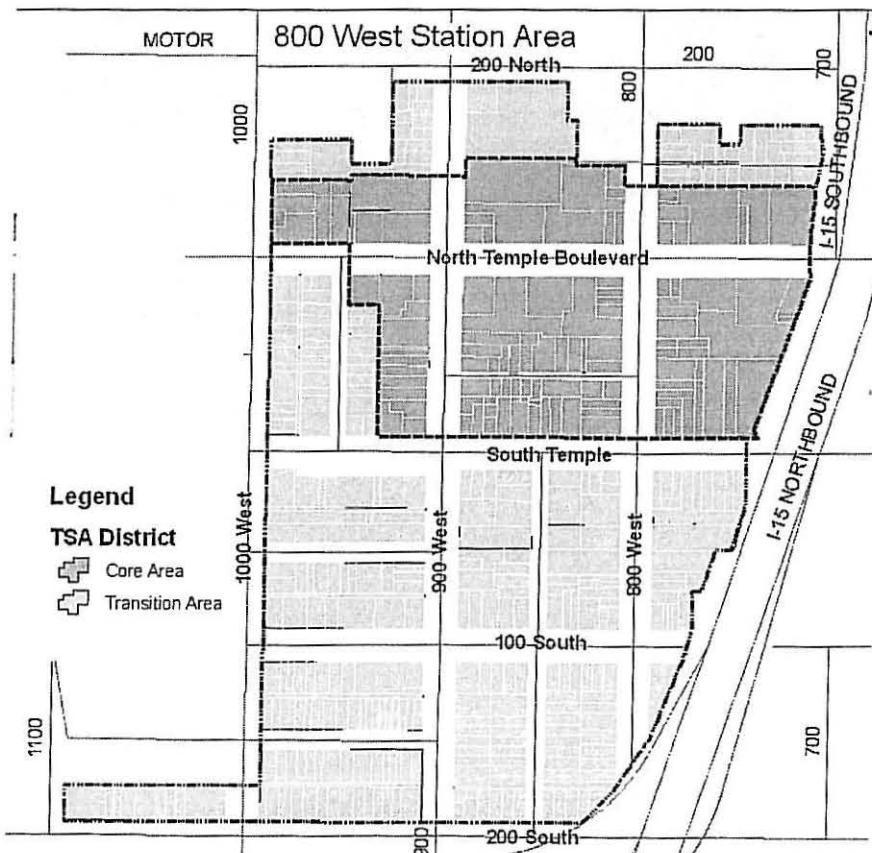
- 1. Urban Center Station:** An Urban Center Station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. The intensity level of the area is characterized by a 24-hour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



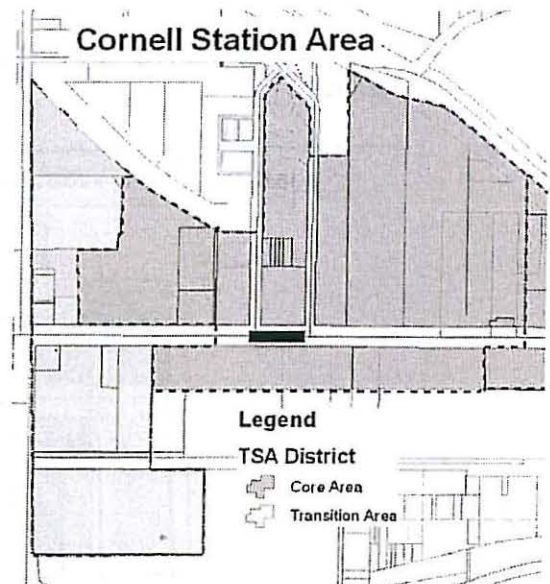
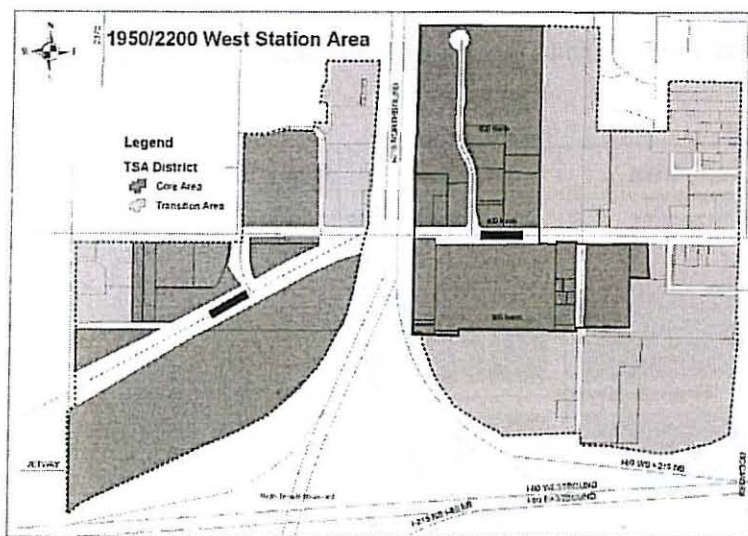
2. **Urban Neighborhood Station:** An evolving and flexible development pattern defines an Urban Neighborhood Station Area. Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial changes may add density and intensity in compact building forms that blend in with the residential character of the area. Urban Neighborhoods consist of multi-level buildings that are generally lower scale than what is found in the Urban Center Station Area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape. A mix of building types are possible, ranging from single use structures to mixed-use buildings. Residential uses are generally located above the first floor, although they can be located on the ground floor in certain situations. The highest residential densities and most intense land uses are generally located closest to the station platform. Urban Neighborhoods are served by at least two forms of transit, including light rail and bus service. The uses serve the surrounding neighborhood with nearby destinations and have the potential to attract people from other neighborhoods.

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

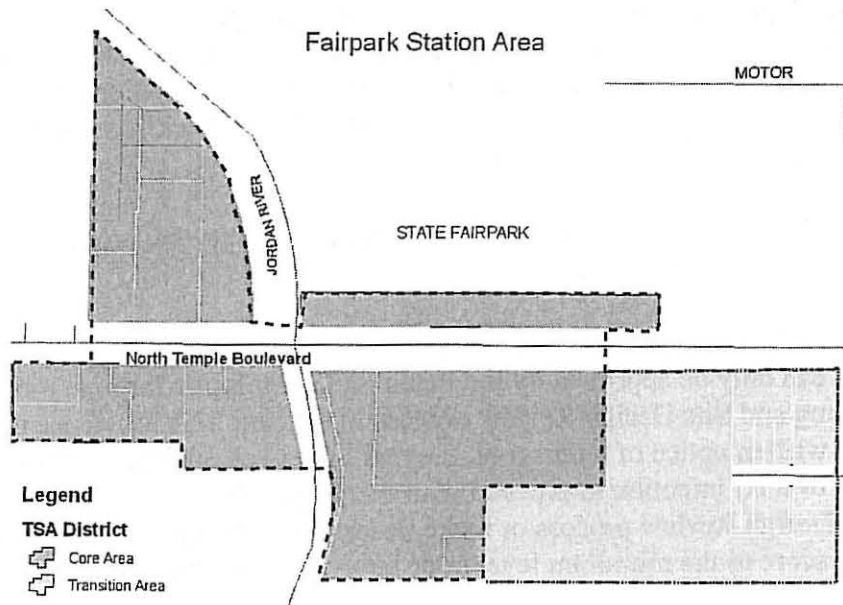
The following stations are considered to be Urban Neighborhood Stations: 800 West light rail station.



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



4. **Special Purpose Station:** The Special Purpose Station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix of transit options, usually light rail or bus. New development is limited due to the nature of the primary function of the area, but redevelopment of underutilized parcels is likely to occur. Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use. The following stations are considered to be Special Purpose Stations: Fairpark light rail station.



C. Review Process: The intent of the review process is to make the process for desirable development easy to realize in a relatively quick timeframe. The review process focuses on building forms and their

relationship to adjacent buildings, the public street, transit and other public spaces. The review process for all new development and redevelopment within the Transit Station Area Zoning District is based on the Development Score which is generated by the Transit Station Area Development Guidelines.

1. **Pre-submittal Conference:** All applicants for development within the Transit Station Area Zoning District are required to attend a pre-submittal conference with the Planning Division. The purpose of the pre-submittal conference is to notify the applicant of the goals of the Station Area Plans, the standards in this section, and the review and approval process.
2. **Development Review Application:** After a pre-submittal conference, the developer can submit a Development Review Application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two checklists: one for the applicants use and one for the Planning Division's use.
3. **Application Review:** Table 21A.26.078 C summarizes the application review process. All applications shall be processed as follows.
 - a. **Tier 1 Planning Commission Review:** If a project is assigned a score less than 50 points, the project can only be approved by the Planning Commission through the Conditional Building and Site Design Review process in Chapter 21A.59. Once the applicant receives written notice of their score, they will be given 30 days to notify the Planning Division of their intention to proceed with the project through the Conditional Building and Site Design Review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an Administrative Hearing process.
 - b. **Tier 2 Administrative Hearing:** A project that has a development score between 50 and 99 points is eligible for an Administrative Hearing. Any project being reviewed at an Administrative Hearing shall be reviewed using the standards found in 21A.59.060 Standards for Design Review.
 1. **Notice and Posting Requirements:** Notice of the Administrative Hearing shall be done in accordance with Section 21A.10.020C. Conditional Building and Site Design Review.
 2. **Administrative Hearing:** After consideration of the information received from the applicant and any other interested party, the Planning Director, or designee may approve, approve with conditions, deny or refer the matter to the Planning Commission.
 3. **Appeals of Administrative Hearing Decision:** Any person aggrieved by the decision made by the Planning Director or designee at an Administrative Hearing may appeal the decision to the Salt Lake City Planning Commission by filing notice of appeal within ten days after the Record of Decision is published. The notice shall state the reason(s) for the appeal. Reason(s) for the appeal shall be based upon procedural error, the development score of the project or the criteria set forth in Section 21A.59060 Standards for Design Review.

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

Table 21A.26.078 C Application Review

Development Score	Review Process
0-49	Planning Commission Conditional Building and Site Design Review Process
50-99 points	Administrative Hearing Process
100 or more points	Administrative Review

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the City’s vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the Station Area Plan. A Station Area Plan is a development, land use, urban design and placemaking policy document for the area around a specific transit station. The development score is based on the design guidelines and development incentives in the “Transit Station Area Development Guidelines” book, herby adopted by reference. The “Transit Station Area Development Guidelines shall be amended following the adopted procedures for zoning text amendments in Section 21A.50 Amendments. Each design guideline is assigned a value.

1. **Formulating the score:** The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. The Planning Director shall evaluate each project in the Transit Station Area zone and assign a development score. The development standards in Section 21A.26.078.F and the design standards in Section 21A.26.078 H shall be complied with by all projects and are not calculated in the development score.
2. **Using the score:** Every development is required to meet a minimum development score. The minimum score represents a percentage of the total points possible.
3. **Project Review:** A development score shall be assigned to all projects within the Transit Station Area zoning district after a complete Development Review Application is submitted. The Planning Director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within 30 days of submitting a complete application.
4. **Appeals:** An Applicant may appeal the development score to the Planning Commission. In hearing the appeal, the Planning Commission shall hold a public hearing in accordance with section 21A.10.030. In deciding the appeal, the Planning Commission shall base its decision on

its interpretation of the design guidelines, the development score and whether the project complies with the goals of the applicable station area plans and the purposes of the TSA zoning district.

E. Certificate of Occupancy: Prior to issuing a certificate of occupancy, a project shall be inspected by the City to determine if the project substantially complies with the Development Score and, if applicable, any conditions of approval required by the Planning Commission, Administrative Hearing Officer or Planning Director. If the project does not receive final approval at the inspection, the project must be brought into compliance with the Development Score and, if applicable, any conditions of approval required by the Planning Commission, Administrative Hearing Officer or Planning Director.

F. Prohibited Uses: The intent of this section is to identify those land uses that are not compatible with transit-oriented development due to the nature of the use, the land requirements of the use, or the potential impacts of the use. Uses listed in Table 21A.26.078 E and that have an “X” in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited. All other uses are permitted.

Table 21A.26.078. E Prohibited Uses

Use	Urban Center		Urban Neighborhood		Mixed-use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
Ambulance services, dispatching, staging and maintenance	X	X	X	X	X	X	X	X
Animal Pound	X	X	X	X	X	X	X	X
Auto, truck, and RV Repair, Sales and/or Service (minor or major)	X	X	X	X	X	X	X	X

Auto salvage and recycling	X	X	X	X	X	X	X	X
Bus yards and repair facilities	X	X	X	X	X	X	X	X
Car washes	X	X	X		X		X	X
Cemeteries, any type	X	X	X	X	X	X	X	X
Chemical Manufacturing	X	X	X	X	X	X	X	X
Commercial parking lots not located in a parking structure	X	X	X	X	X		X	
Community Correction facilities, any size	X	X	X	X	X	X	X	X
Concrete manufacturing	X	X	X	X	X	X	X	X
Contractors yard	X	X	X	X	X	X	X	X
Electric Generation facility; excluding solar, wind, or other similar renewable energy generation	X	X	X	X	X	X	X	X
Detached single family dwelling	X		X		X		X	
Drive-through windows and service	X	X	X	X	X	X	X	X
Heavy Equipment rental, repair and sales	X	X	X	X	X	X	X	
Explosive Manufacturing	X	X	X	X	X	X	X	X
Extractive industries	X	X	X	X	X	X	X	X
Flammable liquids or gases, heating fuel distribution	X	X	X	X	X	X	X	X
Gas Stations	X	X	X		X		X	
Heavy Industrial	X	X	X	X	X	X	X	X
Heavy Manufacturing	X	X	X	X	X	X	X	X
Homeless Shelters	X	X	X	X	X	X	X	X
Impound Lot	X	X	X	X	X	X	X	X
Incinerators, for any purpose	X	X	X	X	X	X	X	X
Jails	X	X	X	X	X	X	X	X
Kennel	X	X	X	X	X	X	X	X
Landfills, any type	X	X	X	X	X	X	X	X
Manufactured/mobile home sales and service	X	X	X	X	X	X	X	X
Mini Storage facilities	X		X		X		X	
Outdoor storage including storage or staging of fleet vehicles associated with a business, but not intended to include outdoor retail sales areas or outdoor storage as an accessory and incidental use to a principal use.	X	X	X	X	X	X	X	X
Pawnshops	X	X	X	X	X	X	X	X
Railroad Freight Terminal Facility	X	X	X	X	X	X	X	X
Recycling processing center	X	X	X	X	X	X	X	X
Rock, sand and gravel storage and distribution	X	X	X	X	X	X	X	X
Sewage Treatment facility	X	X	X	X	X	X	X	X
Sexually oriented business	X	X	X	X	X	X	X	X
Solid waste transfer station	X	X	X	X	X	X	X	X
Stable, public or private	X	X	X	X	X	X	X	X
Truck Stops	X	X	X	X	X	X	X	X
Truck freight terminal	X	X	X	X	X	X	X	X
Warehouse as a primary use	X	X	X	X	X		X	
Wholesale distributors	X	X	X	X	X		X	X

- Existing Uses and Buildings:** A use located within a station area legally existing at the time that this zoning district was adopted, but listed as a prohibited use in 21A.26.078.C Prohibited Uses, shall be considered a legal non-conforming use. A structure legally existing at the time this ordinance was adopted, but not conforming to the standards in this chapter, shall be considered a legal non-complying structure. Any legal nonconforming use or legal non-complying structure is subject to Chapter 21A.38.

G. Development Standards:

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

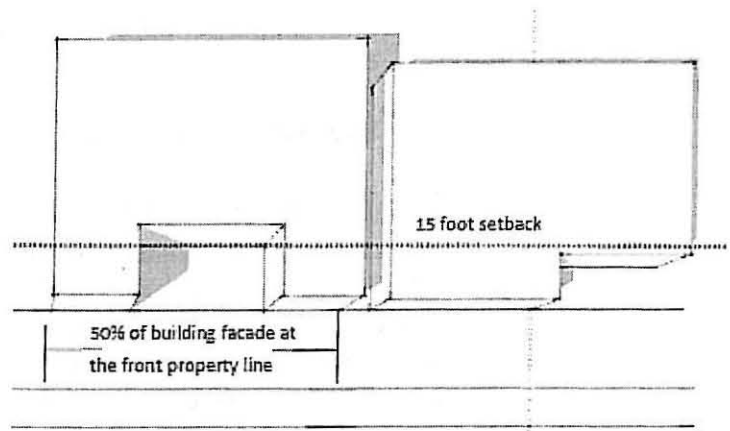
Application: The dimensional requirements in Table 21A.26.078.D apply to all new buildings and developments as well as additions to existing buildings. The following development standards apply to the Core and Transition Areas of all station types:

1. **Building Height:** Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development, and the composition of the urban form of the block. Minimum building heights in the Core Area relate to the width of the street, with a minimum ratio of one (1) foot of building height for every three (3) feet of street width. Building height is measured from the finished grade to the highest point of the building. The following exceptions apply:
 - a. The minimum building height applies to all structures that are adjacent to a public or private street.
 - b. Elevator shafts, parapet walls, and other projections are permitted subject to section 21A.36.020C Height Exception.
 - c. Projects that achieve a Development Score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of inhabitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building.
2. **Setbacks:** Required building setbacks promote streetscapes that are consistent with the desired character of the street and various station typologies and its core and transition areas. Building setbacks create a safe environment that is inviting to pedestrians and transit users and maintain light, air and potential privacy for adjacent residential uses.
 - a. **Front Yard Setback:** All portions of a front yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use such as outdoor dining with the space not dedicated to active outdoor use completely landscaped.

Walls up to three feet in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.

b. North Temple

Boulevard: The front yard setback along North Temple Boulevard shall be 15 feet for a minimum of 50% of the width of the street facing facade. Up to 50% of a street facing facade may encroach up to the front property line. In this case, the area not occupied by the building footprint must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other similar useable public space or use. Setbacks over 15 feet are not allowed.

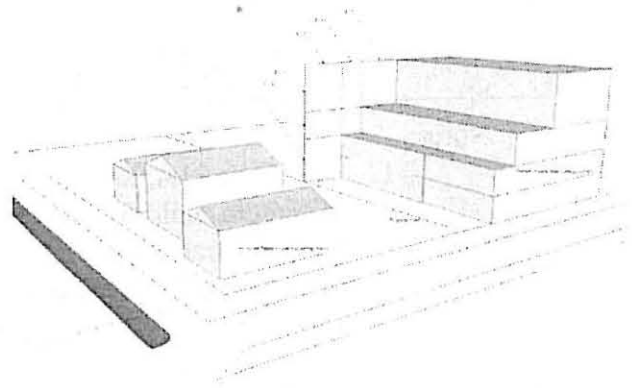


c. Side yard Setback:

1. Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to section 21A.26.078 J.
2. **Side yard setback when adjacent to a single family or two family zoning district:**
 - a. A minimum of 25 feet in the Core area.
 - b. 15 feet in the Transition area.
3. **Side yard setback when adjacent to other uses or districts:** No minimum side yard required.

d. Rear yard Setback:

1. **Core Area:** if a structure is located adjacent to a single family or two family residential zoning district, the rear setback shall be equal to the height of the building on the subject property in the Transit Station Area District. Buildings may be stepped so taller portions of a building are further away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building. When a public alley is



between the two properties, the width of the alley may be counted towards the setback.

2. **Transition Area:** A minimum of 25 feet.

e. **Special Setback provisions for properties adjacent to Jordan River:** For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be 50 feet, measured from the Annual High Water Line as defined in Section 21A.34.130. For buildings over 50 feet in height, the setback shall increase one foot for every foot in height over 50 feet up to a maximum of 75 feet. Portions of buildings over 50 feet in height may be stepped back to comply with this standard.

3. **Minimum Lot Area:**

- a. The minimum lot area applies to all new subdivisions of land.
- b. Any legally existing lot may be developed without having to comply with the minimum lot size requirements.

Table 21A.26.078 D Dimensional Requirements

		Min. Height-foot ²	Max. Height-foot	Min. Front Yard	Max Front Yard	Min Side yard ¹	Min Rear yard ¹	Minimum Lot Coverage for Structures	Minimum Lot Size (square feet)
Urban Center	Core	30	90 ³	0	15	0	0	70%	5,000
	Transition	25	60	0	15	0	0	50%	1,500
Urban Neighborhood	Core	25	75	0	10	0	0	70%	5,000
	Transition	0	50	0	10	0	0	50%	1,000
Mixed-Use Employment Station	Core	25	75	0	15	0	0	60%	5,000
	Transition	0	60	0	15	0	0	50%	1,500
Special Purpose	Core	25	75	0	25	0	0	60%	10,000
	Transition	0	60	0	25	0	0	50%	1,500

Notes:

- 1. Reference 21A.26.078.F.2 for specific standards.
- 2. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
- 3. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include inhabitable space.

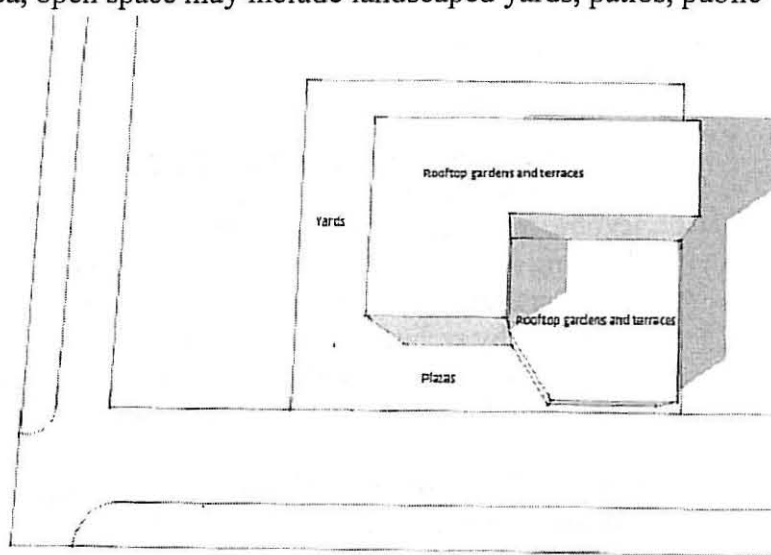
4. **Minimum Lot Coverage:** The intent of the minimum lot coverage is to ensure compact development.

5. **Open Space:** In order to provide space for passive and active recreation, public and private use, offset storm drainage due to non-permeable surfaces and as an amenity to individual

developments and their residents, employees and customers, open space is required for all new developments.

a. Core Area:

1. within the core area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity.
2. A minimum of 10% of the land area up to 5,000 square feet.



b. Transition Area:

1. Within the transition area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop gardens and terraces, community gardens and other similar types of amenities.
2. The minimum open space requirement is 10% of the land area up to 2,500 square feet.

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

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

a. All parking lots shall comply with the standards in section 21A.44.020 General Off Street Parking Requirements.

H. Residential Densities:

1. **Core Area:** No maximum.
2. **Transition Area:** No maximum.

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

J. Design Standards:

Purpose: Design standards create the fundamental characteristics of a transit oriented district and the basic design elements required for a successful transit station area. Design standards are intended to provide a safe and interesting walkable environment by connecting ground floor uses adjacent to the sidewalk areas, by encouraging the continuity of retail and service uses, providing surveillance

opportunities on the street and public open spaces and framing the street by bringing portions of buildings up to the sidewalk. All buildings shall be designed for the context and character of the project and how they interact visually, functionally, and socially with the context of the public environment.

Application: The following design standards apply to all projects within the Core and Transition Areas of all station area types:

1. **Building Walls Adjacent to a Street:** Street-facing building facades shall provide architectural variety and scale. Changes in plane, color, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. Building walls parallel to a public street and greater than 30 feet in length shall be broken up by architectural features such as bay windows, recessed entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature may be either recessed or project a minimum of 12 inches.
2. **Ground Floor Building Materials:** Other than ground windows and doors, 80% of the remaining ground floor wall area shall be clad in durable materials. Durable materials include brick, masonry, textured or patterned concrete and/or cut stone. Other materials may be used as accent or trim provided they cover 20% or less of the ground floor adjacent to a street.
3. **Ground Floor Glass and Transparency:** All street-facing elevations of a development shall be designed so that the first floor street-facing façade has at least 60% clear glass between three and eight feet above grade to allow pedestrians to view activities inside the building or lighted display windowed. There must be visual clearance behind the glass for a minimum of two feet (2'). Three dimensional display windows at least two feet deep are permitted and may be counted toward the sixty percent (60%) glass requirement. Ground floor windows of commercial uses shall be kept clear at night, free from any window covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment. The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front facade, shall not have less than sixty percent (60%) glass surfaces. The reflectivity in glass shall be limited to eighteen percent (18%) as defined by ASTA standards. The Planning Director may approve a modification to this requirement if the Planning Director finds:
 - a. The requirement would negatively affect the historic character of the building, or
 - b. The requirement would negatively affect the structural stability of the building.
 - c. The ground level of the building is occupied by residential uses, in which case the 60 percent (60%) glass requirement may be reduced to 40 percent (40%).



Any appeal of an administrative decision made pursuant to this subsection may be made to the Planning Commission.

4. **Building Entrances:** The intent of regulating building entrances is to promote security on the street and public spaces by providing frequent points of access and sources of activity.

Functional entrances to non-residential uses should be located at an average of 75 feet or less from one another. At least one operable building entrance per elevation facing a public street shall be provided. Each ground floor leasable space is required to have an operable entrance facing the street and a walkway to the sidewalk. If a plaza or open space is provided as part of the development, a minimum of one entrance opening onto the plaza or open space shall be provided. This entrance shall be counted towards the spacing of functional entrances identified in this section and may count as the primary entrance to the building.

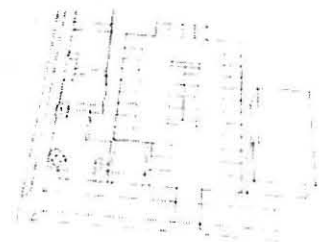
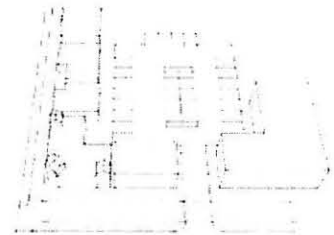
5. **Ground Floor Residential Uses:** The interior floor elevation of ground-floor residential units in the Core Area shall be a minimum of two feet and a maximum of five feet above grade. Dwelling units located on the ground floor and facing a public or private street shall have a minimum of one primary entrance facing the street in the Core Area. The facades of all buildings in the Core and Transition Areas with ground floor residential uses shall feature elements that signal habitation such as windows, entrances, stairs, porches, bay windows, and balconies that are visible from the public street. Attached single family dwellings, townhomes, row houses, entrances that open onto a courtyard facing a public street, and other similar housing types shall have a primary entrance facing the street for each unit.
6. **Parking Structures:** The intent of regulating parking structures is to minimize the visual impact of the structure and the cars parking within it, and to reduce their impact on the ground floors adjacent to public sidewalks and streets. Parking structures are permitted within the Core and Transition Areas provided:
 - a. The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, residential leasing office, restaurant, etc. Parking is permitted behind the ground floor uses. If the ground floor does not include active use, then the structure must be set back behind a building or be a minimum of 60 feet from a property line adjacent to a public street or sidewalk.
 - b. The levels of parking above the first level facing the front or corner side lot line shall have horizontal floors and/or facades and not sloped.
 - c. The levels of parking above the second level shall be designed to effectively screen the vehicles so they are not readily visible from an adjacent street.
 - d. Below-grade parking structures for structures with ground floor residential uses may extend a maximum of five feet above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).
7. **Mechanical Equipment:** All roof mounted mechanical and electrical equipment, communication antennas or dishes shall be enclosed, screened, organized designed and located to be out of view from streets and public spaces. The parapet or enclosure shall be equal to or greater than the height of the equipment to be screened to reduce equipment noise and odors, and other impacts onto adjacent uses and maintain the integrity of overall architectural character and scale of the building. Mechanical equipment may be located on the ground provided it is behind the building, screened and not located in a required rear yard or side yard setback. Utility boxes are subject to section 21A.40.160 Ground Mounted Utility Boxes.

8. **Service Areas:** Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot higher than the object being screened. Dumpsters must be a located a minimum of 25 feet from a single or two family residential zoning district.

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

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

1. **Surface parking lots and structures on corner properties:** On corner properties, surface parking lots and structures shall be located behind principal buildings or at least sixty (60) feet from a front and corner side lot lines.
2. **Surface parking in the Core Area:** Surface parking lots in the Core area are required to be located behind the principal building or to the side of a principal building. When located to the side of a building, the parking lot shall be:
 - a. Set back a minimum of 30 feet from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
 - b. Screened with a landscaped hedge or wall that is at least 36 inches above grade and no taller than 42 inches above grade. Landscaping berms are not permitted.
 - c. The parking lot shall be no wider than what is required for one row of parking and drive aisle as indicated in Table 21A.44.020.
3. **Surface Parking in the Transition Area:** Surface parking lots in the Transition Area are required to be located behind the principal building or to the side of a principal building. When located to the side of a principal building, the parking lot shall be:
 - a. Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five (5) feet of a property line adjacent to a street, the parking lot shall be setback a minimum of 8 feet. The space between the



parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.

- b. Screened with a landscaped hedge or wall that is at least 36 inches above grade and no taller than 42 inches above grade. Landscaping berms are not permitted.

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

5. **Other Applicable Standards:** All other standards in section 21A.44 Off-Street Parking and Loading shall apply.

M. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this Zoning Ordinance, this Chapter shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an Overlay District, the Overlay District shall take precedence.

N. Developments over five (5) acres:

Intent: Large-scale developments have the potential to function as a self-contained mixed-use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.

Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflicts with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres. A development over 5 acres shall be subject to the applicable review process based on the lowest development score assigned to an individual building in the development.

1. **Block Layout:** The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary façades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:

- a. The maximum perimeter dimension of any block shall be 1600 feet. The maximum length of any individual block face shall be 440 feet.
 - b. The maximum perimeter dimension of a block may be increased to 2400 linear feet, and the maximum length of any block face increased to 600 feet provided a midblock pedestrian network is included. The midblock pedestrian network must be a minimum of 20 feet wide and include pedestrian amenities such as lighting, benches, and other similar features. The midblock walkway shall connect to at least two block faces or be extended to the property line to allow for future extension. The standards in section 21A.26.078 H1-3 apply to building walls adjacent to a midblock walkway.
2. **Housing Proximity to Transit:** Developments that include housing should cluster the housing so a minimum of 50% of the housing is located with ¼ mile walking distance of a transit platform.
3. **Connectivity to Public Streets, Sidewalks, and Bicycle Lanes:** In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travel ways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a complete street defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.
4. **Vehicle Access:** Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.
 - a. Access points located on public streets intended for vehicles shall be spaced a minimum of 100 feet apart.
 - b. No property shall have more than one vehicle access point for every 200 linear feet of frontage on a public street.
 - c. No access drive shall be greater than 24 feet wide.
 - d. The location of all vehicle access points is subject to approval from the Transportation Division of the City. The standards of this section may be modified by the Transportation Division when, in the opinion of the Director of the Transportation Division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
5. **Internal Circulation:** Internal circulations systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well-designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles travelling from public spaces to

bicycle parking areas within a site. All new developments over 5 acres are required to submit an Internal Circulation Network Plan.

- a. All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in section 21A.44.020.
 - b. The internal circulation system shall be designed to move vehicles at speeds of 20 miles per hour less.
 - c. All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
 - d. The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of 200 feet apart, measured from centerline to centerline.
 - e. Any street that is to be publicly dedicated shall meet the City's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
 - f. Pedestrian Routes: Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial store fronts.
 - g. A coordinated system of bicycle paths should be provided.
 - h. The internal circulation network is subject to approval from the Transportation Division of the City. The standards of this section may be modified by the Transportation Division when, in the opinion of the Director of the Transportation Division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.
6. **Parking:** Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted towards the applicable off-street parking standard when provided on private streets. All parking areas and stalls must comply with the parking lane widths identified in Table 21A.26.078 L.
7. **Open Space:** In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to non-permeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.
- a. In the Core and Transition Areas of all Station Areas, a minimum of 10% of the site, up to 15,000 square feet, shall be devoted to open space. Usable open space is defined as landscaped areas, plazas, outdoor dining areas, terraces, roof top gardens, storm water retention areas, and any other similar type of area.

- b. Connectivity to adjacent open space: When adjacent to public open space, parks, trails and pathways, open space on developments over five acres in size are encouraged to provide access to the public open space.
8. **Landscaping:** All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.

Necessary amendments for parking ratio standards:

(Underlined text would be new additions to the existing text to the specific section)

21A.44.040 Transportation Demand Management

C. Special Minimum And Maximum Parking For Certain Districts: The regulations of this subsection are intended to reduce traffic volumes, energy consumption, pollution and encourage multi-modal transit in certain zoning districts by reducing the minimum number of parking spaces required, and in some cases, limiting the maximum number of parking spaces allowed. The districts subject to these special controls are districts where alternative forms of transportation exist. The districts subject to these special controls shall be subject to the requirements of section 21A.44.060 of this chapter, only to the extent specifically established in this subsection.

8. TSA District

- a. There are no minimum off-street parking requirements in the Core Area as identified in section 21A.26.078.
- b. The minimum off-street parking requirement in a Transition Area as identified in section 21A.26.078 shall be equal to 50% of the requirement in section 21A.44.060..
- c. The maximum off-street parking allowed shall be as follows:
 - i. Residential Uses: one stall per dwelling unit in the Core Area and 1.5 stalls per dwelling unit in the Transition Area.
 - ii. All other uses: 3 stalls for every 1,000 square feet of net floor space in the Core and Transition Area.
 - iii. Mixed use Developments: the maximum off-street parking requirements for mixed use developments shall be calculated based on the above ratio for each different type of use that may occupy the building.

Necessary Amendments for signs:

Amendment to existing zoning regulations for signs (proposed changes are underlined): The only changes are to add the district name to this section. The sign regulations in TC-75 will be applied to the TSA zoning district):

21A.46.095: SIGN REGULATIONS FOR TRANSIT CORRIDOR AND TRANSIT STATION AREA DISTRICTS:

The following regulations shall apply to signs permitted in transit corridor and transit station districts. Any sign not expressly permitted by these district regulations is prohibited.

A. Sign Regulations For The TC-75 Transit Corridor District and TSA Transit Station Area District:

1. Purpose: Sign regulations for the TC-75 and TSA districts are intended to provide for appropriate signage oriented primarily to pedestrian and mass transit traffic.
2. Applicability: Regulations in subsection A3 of this section shall apply to all lots within the TC-75 and TSA districts.
3. Sign Type, Size And Height Standards:

STANDARDS FOR THE TRANSIT CORRIDOR DISTRICT (TC-75) AND TRANSIT STATION AREA

Types Of Signs Permitted	Maximum Area Per Sign Face	Maximum Height Of Freestanding Signs ¹	Minimum Setback ²	Number Of Signs Permitted Per Sign Type	Limit On Combined Number Of Signs ³
Awning/canopy signs	1 square foot per linear foot of storefront (sign area only)	See note 1	May extend 6 feet from face of building, but no more than 2 feet from back of curb ⁶	1 per first-floor door/window street frontage	None
Construction sign	64 square feet	12 feet	5 feet <u>or on construction fence</u>	2 per building	None

Flat sign (general building orientation)	1.5 square feet per linear foot of building face ⁵	See note 1	n/a	1 per building face	None
Flat sign (storefront orientation) ⁴	1.5 square feet per linear foot of store frontage ⁵	See note 1	n/a	1 per business or storefront	None
Marquee sign	Subject only to subsection <u>21A.46.070O</u> of this chapter			1 per storefront	None
Monument sign	100 square feet	12 feet	None	1 per street frontage	
Nameplate, identifying building name	3 square feet	8 feet	n/a	1 per building	None
New development sign	80 square feet	12 feet	5 feet	1 per development	None
Political sign	32 square feet	8 feet	5 feet	No limit	None
Private directional sign	8 square feet	4 feet	5 feet	No limit	None
Projecting business storefront sign	4 square feet per side; 8 square feet total	See note 1. Sign face limited to 2 feet in height	May extend 4 feet from the face of the building, but no more than 2 feet from back of curb ⁶	1 per business entry to the street	None
Projecting parking entry sign	4 square feet per side; 8 square feet total	See note 1. Sign face limited to 2 feet in height	May extend 4 feet from the face of the building, but no more than 2 feet from back of curb ⁶	1 per driveway or parking lot entry	None
Public safety sign	8 square feet	6 feet	5 feet	No limit	None
Real estate sign	64 square feet	12 feet	5 feet	1 per building	None
Window sign	25% of total	See note 1	n/a	No limit	None

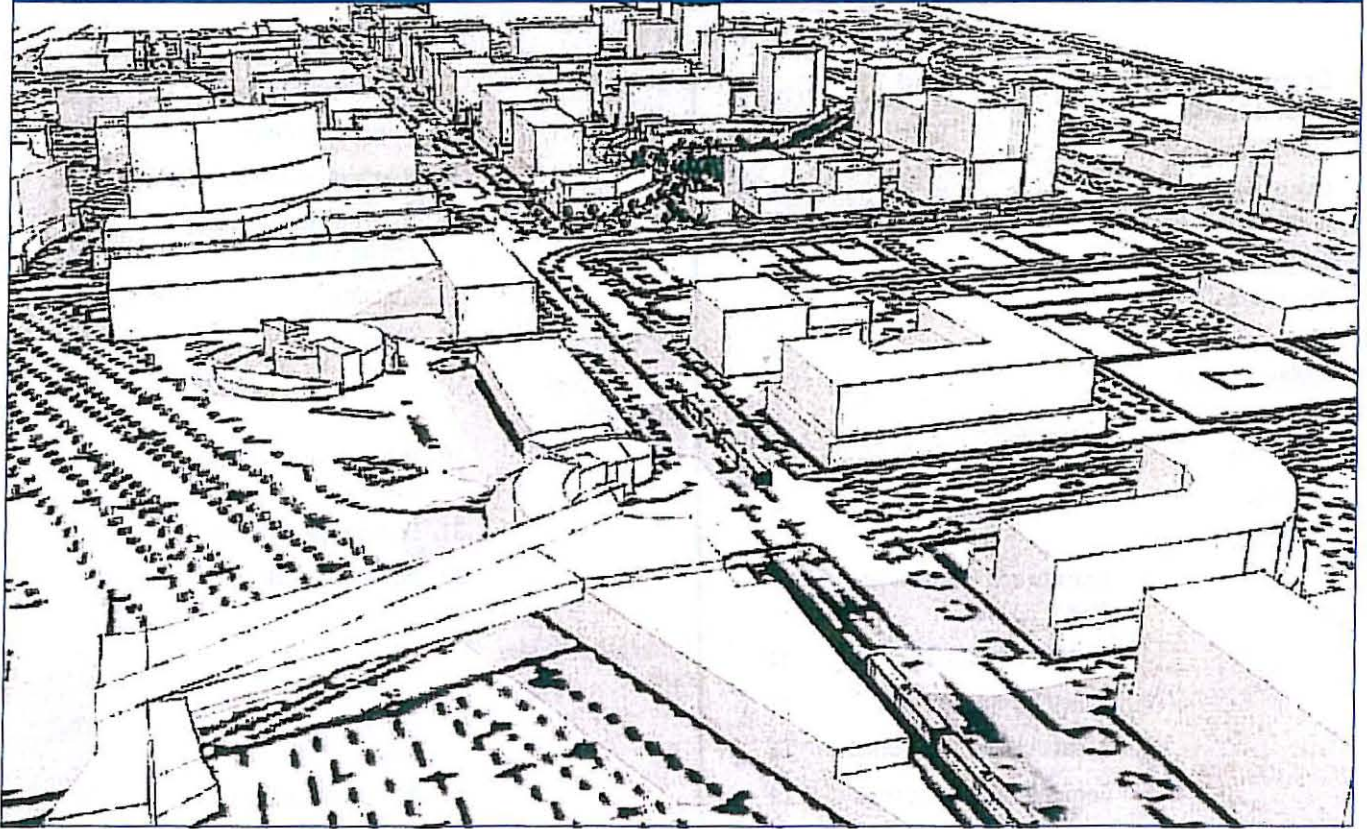
	frontage window area per use				
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Notes:

1. For height limits on building signs, see subsection 21A.46.070J of this Chapter.
2. Not applicable to temporary signs mounted as flat signs.
3. The total number of signs permitted from the sign types combined.
4. Storefront flat signs limited to locations on the lower 2 floors.
5. A single tenant building may combine the square footage total of both the storefront orientation and the general building orientation flat signs to construct 1 larger sign.
6. Public property lease and insurance required for projection over property line.

Exhibit B

Transit Station Area Development Guidelines



Transit Station Area Development Guidelines

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Transit Station Area Development Guidelines

Development Around Transit Stations

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

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

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

Transit Station Area Development Guidelines Using These Guidelines

What are Development Guidelines?

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

How to use the Development Guidelines

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

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

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

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

Submitting Required Information

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

Transit Station Area Development Guidelines Thresholds and Procedures

The Development Score Thresholds

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

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

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

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

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

Review Process

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

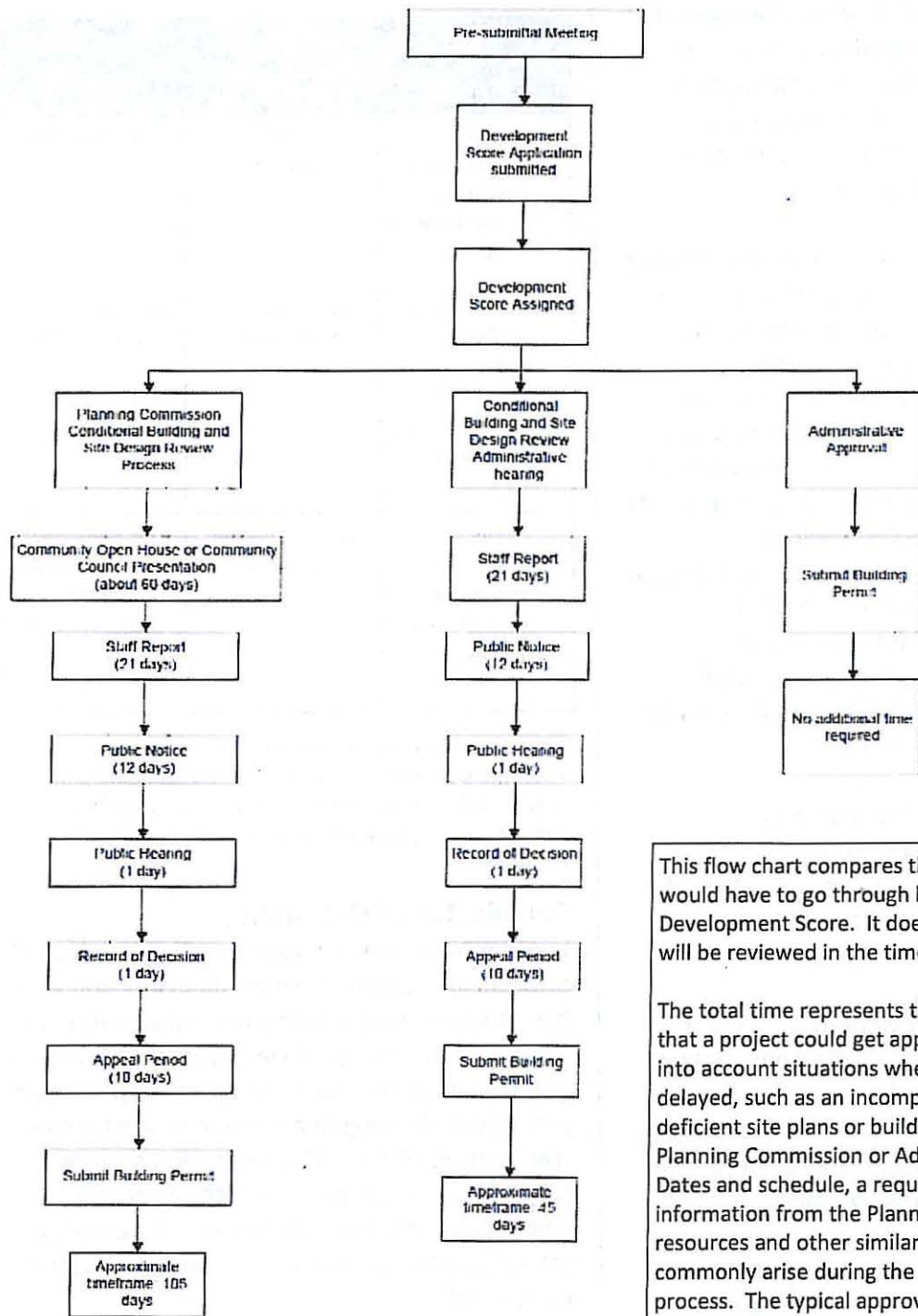
* The timeframes are estimates. Variables such as an incomplete application, lack of information, time until next available community council meeting or public hearing, and appeals may affect the estimated time frame for approval.

Certificates of Occupancy

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

Transit Station Area Development Guidelines

Flowchart of the Review Process



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

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

Transit Station Area Development Guidelines

High Value Guidelines

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

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

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

Land Use Guidelines

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

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

1. Density and Intensity of Use

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

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

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

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

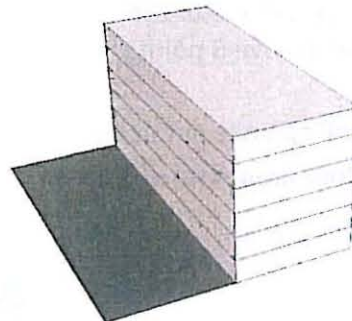
3. A project that meets at least one of the following requirements shall have 10 points added to its score:
 - a. More than 20 dwelling units per acre.
 - b. Buildings that are at least 60% of the allowable building height.
 - c. Buildings with a floor area ratio of 1 or more.



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



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



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

Density and Intensity of Use (cont.)

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

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

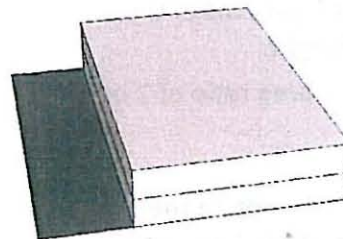
- a. More than 25 dwelling units per acre.
- b. Buildings that are up to 80% of the allowable building height.
- c. Buildings with a floor area ratio of 2 or more.



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

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

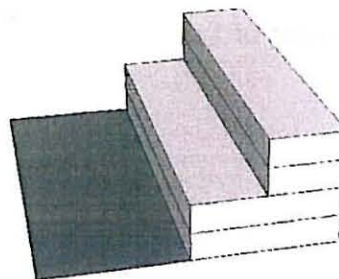
- a. More than 20 dwelling units per acre.
- b. Buildings that are up to 70% of the allowable building height.
- c. Buildings with a floor area ratio of 1.5 or more.



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

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

- a. More than 15 dwelling units per acre.
- b. Buildings with a floor area ratio of 1 or more.



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

2. Mix of Uses

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

A. If the ground floor of a building is designed for retail, restaurant, or other active use than what the floors above are used for, the following points shall be added to the development score:

1. 100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above. 10 points
2. At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above. 8 points.
3. At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above. 6 points.
4. A project that includes at least two uses that are different than existing uses on adjacent properties: 6 points.

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



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



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



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

3. Mixed Income Housing

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

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

1. 33% or more of the dwelling units: 30 points.
2. 20% or more of the total dwelling units: 15 points.
3. 10% or more of the dwelling units: 10 points.

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



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



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

4. Accessible Dwelling Units

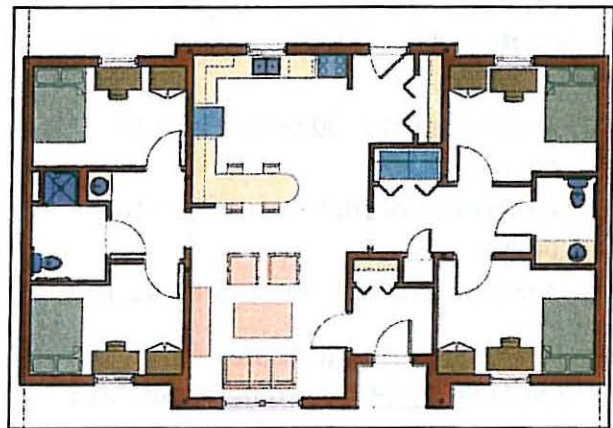
Projects that meet the minimum ADA requirements for accessible dwelling units are encouraged. Features of accessible dwelling units are intended to improve the physical and emotional health of individuals, enhance community diversity and reduce housing costs.

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

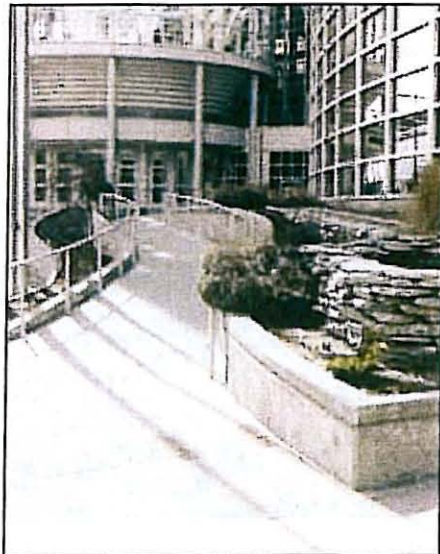
A. A project which includes dwelling units designed as ADA accessible shall have the following number of points added to the development score:

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

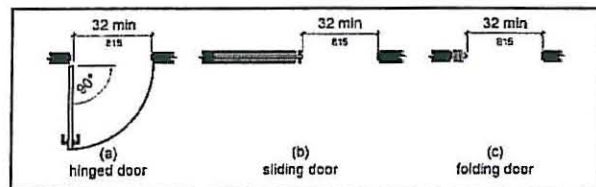
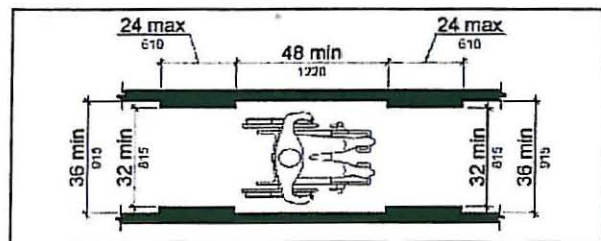
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



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



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



5. Community-Serving Uses

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

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

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

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



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



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

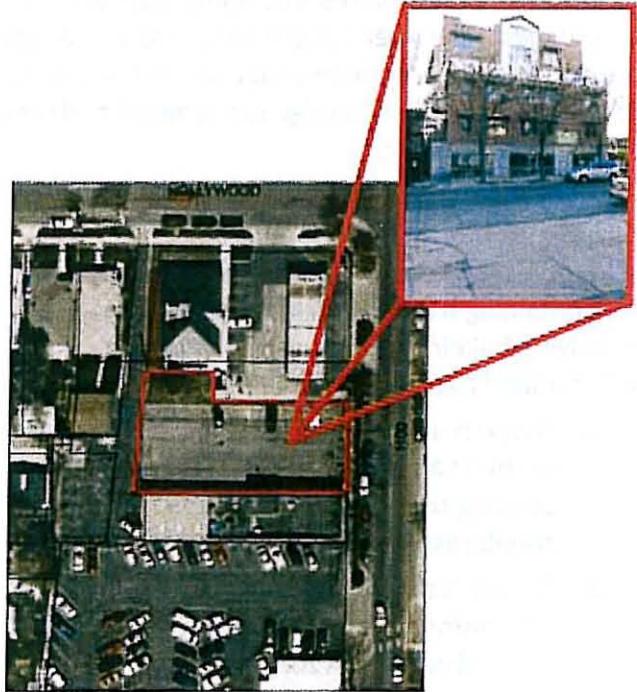
6. Redevelopment of Surface Parking Lots

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

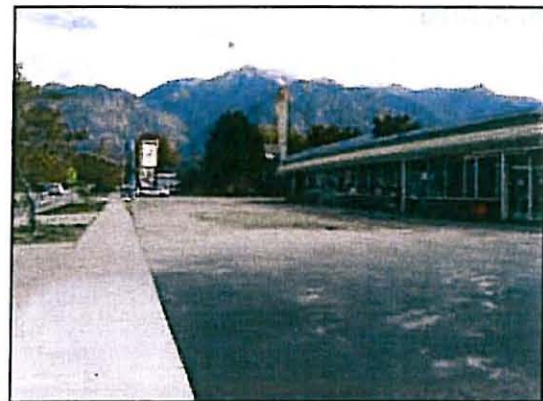
A. A project that includes the redevelopment of an existing surface parking lot to an active use or structured parking shall have the following number of points added to the development score:

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

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



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



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

7. Redevelopment of Nonconforming Use and Noncomplying buildings

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

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

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

This guideline applies to the Core and Transition Area.



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

8. Removal of Billboards

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

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

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

This guideline applies to the Core and Transition Area



Billboards may lower the development potential of property.



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

Building and Site Design Guidelines

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

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

9. Sustainable Site and Open Space Design

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

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

1. The project utilizes a renewable energy source, such as geothermal heating, solar panels, or other similar system that is incorporated into the open space and capable of producing at least 25% of the buildings energy needs: 15 points.
2. The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City: 10 points.
3. The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline: 5 points.

This Guideline applies to the Core and Transition Area.



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



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

10. Green Building

Developments that utilize the International Code Council National Green Building Standard and reach a performance level of silver or higher are encouraged. To qualify for these points, the applicant must submit a detailed description prepared and stamped by a licensed engineer or architect indicating how the proposal complies with the ICC National Green Building Standards. These standards are subject to review by the Salt Lake Building Official.

A. A project that meets the standards of the ICC National Green Building Standard and achieves a performance rating of silver or higher shall have the following points added to the development score:

1. Emerald: 50 points.
2. Gold: 40 points.
3. Silver: 20 points.

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



11. Energy Efficiency

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

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

1. The project is capable of producing 100% of its power through renewable sources as documented by a licensed engineer: 50 points.
2. The project is capable of producing 50% of its power through renewable sources as documented by a qualified, licensed engineer. 25 points
3. The project is capable of producing 25% of its power through renewable sources as documented by a qualified, licensed engineer. 10 points
4. The project is capable of producing 10% of its power through renewable sources as documented by a qualified, licensed engineer. 5 points
5. The project is designed with passive, energy efficient features that are capable of reducing the energy needs of the building by at least 25%. 5 points.

This Guideline applies to the Core and Transition Area. Points may only be obtained from one section in items 1-4 above.



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



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

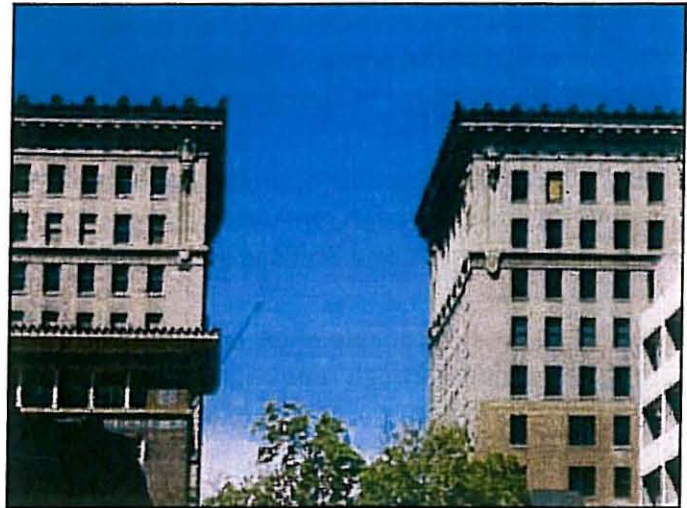
12. 360-Degree Architecture

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

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

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

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



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



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

13. Historic Preservation

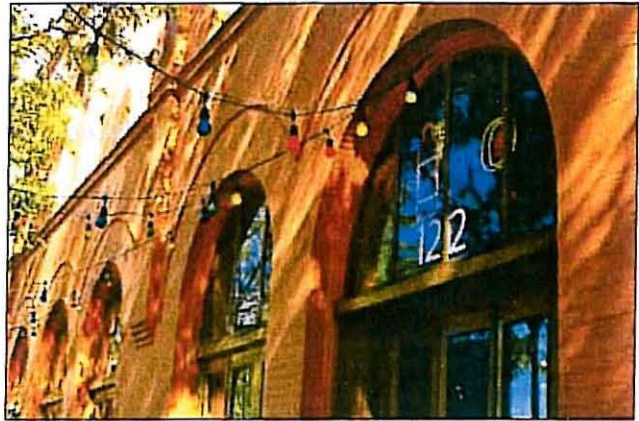
Projects that preserve, rehabilitate, restore or reuse a structure, as defined by the Secretary of the Interior Standards, listed on the National Register of Historic Places or the Salt Lake City Register of Cultural Resources are encouraged.

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

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

1. Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site: 40 points.
2. National Register: State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits: 20 points.
3. Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020: 5 points.
4. Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.

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



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



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

14. Building Materials

Exterior building materials should consist of durable, high quality materials that are easy to maintain. Durable, high quality materials include brick, stone, architectural cast or pre-cast concrete, cast stone, colored split or ground face concrete masonry units, and terra-cotta. Other materials, such as stucco, are acceptable when used as a trim feature. Materials should be compatible with the architecture of the building.

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

1. The entire street facing façade, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above: 15 points.
2. Other than glazing, doors and trim materials, projects that have a minimum of 50% of the street facing façade clad in durable, high quality building materials as listed above: 10 points.

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



High quality and durable buildings are encouraged.



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



Synthetic stucco systems are discouraged and do not qualify for this guideline.

15. Corner Buildings

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

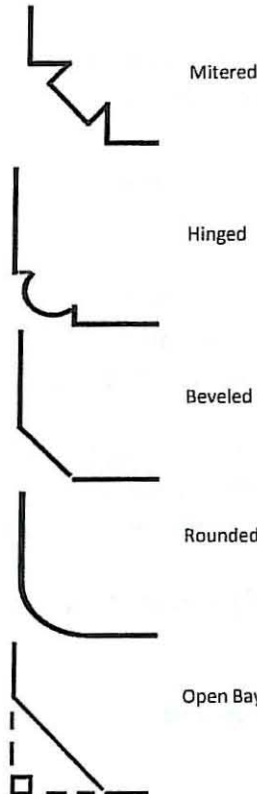


The tallest portion of this building is placed at the corner to make it more prominent.

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

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

This guideline applies to the Core and Transition Area.



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

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



This building uses a rounded corner to address the intersection.

16. Rooftop Design and Use

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

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

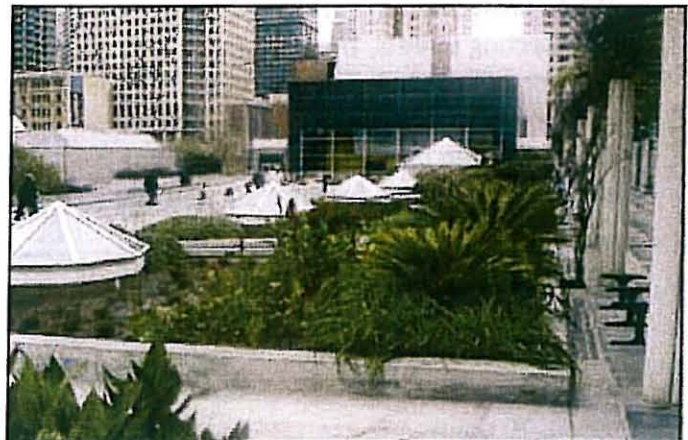
1. A rooftop of a building is used as a common space for the building occupants. 6 points.
2. A roof includes at least one of the following design features: 5 points
 - Two or more sloping planes if the roof is pitched;
 - An arched or barrel vaulted design;
 - A distinguishable cornice or parapet;
 - Overhangs significant enough to create a shadow line;
 - Variations in height of parapets of at least 2 feet.



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

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

This Guideline applies to the Core and Transition Area.



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

17. Eyes on the Street and Public Spaces

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

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

1. Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space: 5 points.

This guideline applies to the Core Area and Transition Area.



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



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



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

18. Lighting

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

- A. A project that includes a lighting plan that accomplishes at least one of the following: 6 points.
- Casts light from store fronts onto the sidewalk;
 - Highlights unique architectural features of a building;
 - Highlights artwork or unique landscape features

This guideline applies to the Core and Transition Area.



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



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

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



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

19. Signs

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

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

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

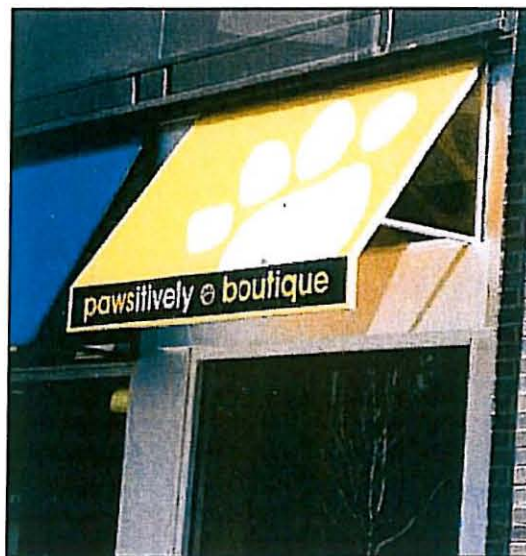
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



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



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



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

Public Spaces Guidelines

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

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

20. Public Spaces and Plazas

Shared public spaces, plazas adjacent to public spaces and other similar open spaces: Active, safe and inviting open spaces are encouraged in all development. Open space that complements the building and site, or enhance the public realm are desired. Active, outdoor uses include plazas, outdoor dining, rooftop terraces, playgrounds, community gardens, and patios at grade. This guideline applies to those projects that include more open space than what is required by the zoning ordinance.

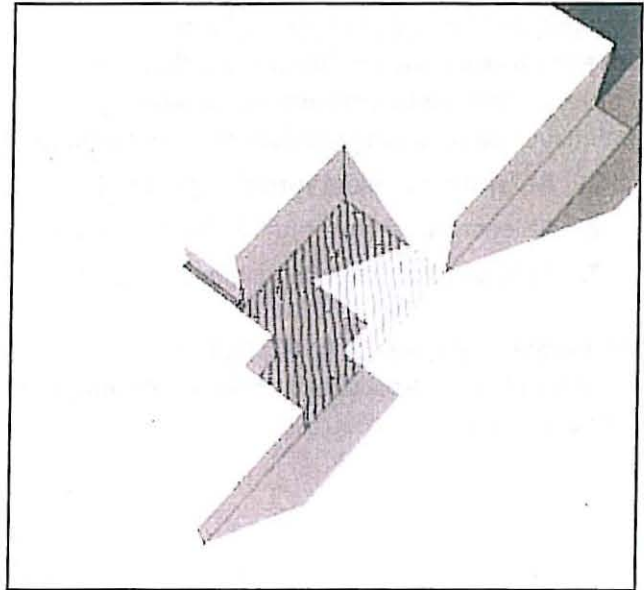
A. Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way, shall have the following number of points added:

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

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



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



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



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

21. Streetscape Amenities

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

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

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

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



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



22. Public Artwork

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

A. Projects that include public art in a location where it is readily visible from a public space shall have the following points added to the design score:

- At least 1% of the project budget is dedicated to public art: 8 points.
- At least 0.5% of the project budget is dedicated to public art: 4 point.
- A major piece of art work is commissioned and incorporated into the project so that it is visible from a public space: 2 point.

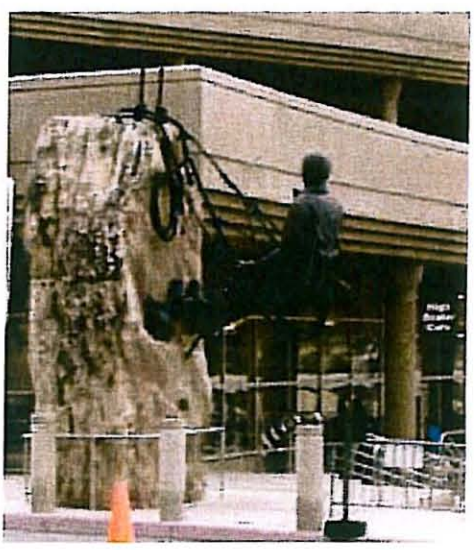


Art work should be incorporated into the context of the site where it is located. The function of space, the relationship to public spaces, and the context of the physical environment should be considered when placing artwork.

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



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



Incorporating art work into a project is encouraged.

Circulation Guidelines

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

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

23. Connections and Walkways

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

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

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

This guideline applies to the Core and Transition Area.



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



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



Walkways can connect development to open spaces.

24. Bicycle Amenities

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

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

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

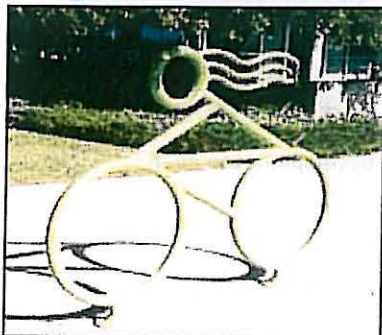


Secured bicycle facilities add an additional level of safety for those commuting by bicycle. This facility is located inside of a building so bicycles are also protected from the weather.

This guideline applies to the Core and Transition Area.



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



Bicycle parking can also serve as public art.

Bicycle Amenities	
Covered, secured bicycle parking	Bicycle racks in well lit, convenient locations
Changing rooms	Lockers
Showers	Bicycle sharing programs.
Indoor storage for residents in multi-family buildings	

25. Access to Transit

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

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

1. Within 750 feet, measured along the most direct, legal walking path: 8 points.
2. Within 1500 feet, measured along the most direct, legal walking path: 4 points.

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

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



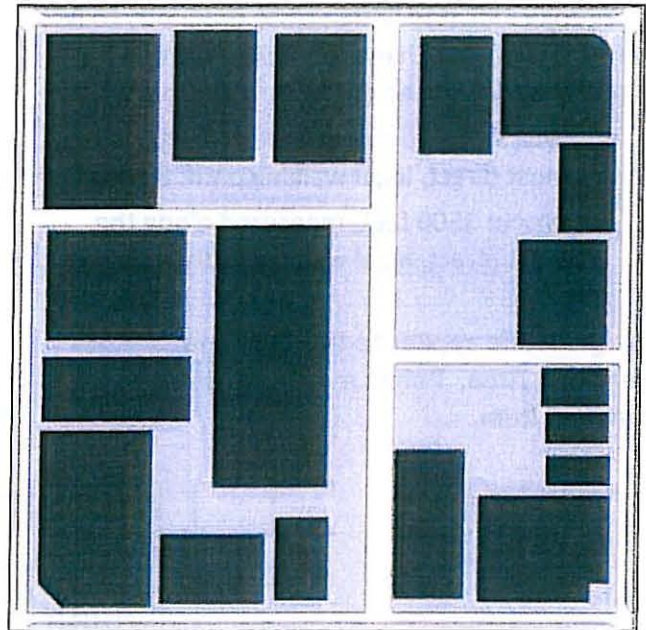
26. Mid-Block Walkways

Projects that improve the overall circulation and connectivity of a station area are encouraged. Locating a project close to a transit station, providing public walkways through a development, connecting to adjacent open space, and other similar types of connections are examples of acceptable improvements to the circulation network.

A. A development that includes mid-block walkways that meets the qualifications below shall have the following points added to the development score:

1. The project includes a walkway accessible to the public that is a minimum of 20 feet wide that connects through the property to a public space, such as park, trail or similar area and allows for the walkway to be continued on adjacent properties: 6 points.

This guideline applies to the Core and Transition Area.



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



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



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

Parking Guidelines

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

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

27. Structured Parking

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

A. A project that includes structured parking shall have the following number of points added to the development score:

1. 100% of the parking is in above grade structured or 75% in a below grade structure: 50 points.
2. 75% of the parking is in an above grade structured or 50% in a below grade structure: 40 points.
3. 50% of the parking is in an above grade structure or 25% in a below grade structure: 20 points.



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

In order to apply the points from this guideline to the development score, the above grade parking structures must be clad with a building material identified as a high quality and durable building material in the Building Material Guideline and be designed to compliment the primary building on the site. If the primary building is the parking structure, the structure must meet all of the applicable standards of the zoning ordinance.



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

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



28. Shared Parking

Developments that have peak use times at different times of the day are encouraged to share parking facilities. Shared parking reduces the amount of land required to park vehicles, reduces development costs for new development and can build beneficial relationships between different land uses.

Lease agreements that extend a minimum of 5 years are required to be submitted with the original application to qualify for the points associated with this guideline.

A. Buildings that receive approval from the Board of Adjustment to share parking with multiple uses, whether on or off site are encouraged. Shared parking calculations shall comply with the zoning ordinance. Projects that include a shared off-street parking plan shall have the following points added to the development score:

1. Projects where at least 50% of the parking is shared with other uses, whether on site or off site: 15 points.
2. Projects where at least 40% of the parking is shared with other uses, whether on site or off site: 12 points.
3. Projects where at least 25% of the parking is shared with other uses, whether on site or off site: 8

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

Table 21A.44.060E lists the percentage of parking required at various hours of the day based on type of use.

General Land Use Classification	Weekdays			Weekends		
	Midnight-7:00 a.m.	7:00 a.m.-6:00 p.m.	6:00 p.m.–Midnight	Midnight-7:00 a.m.	7:00 a.m.-6:00 p.m.	6:00 p.m.–Midnight
College and University	15%	100%	85%	5%	50%	75%
Community Centers	0%	30%	75%	0%	100%	80%
Hotel	100%	65%	100%	100%	65%	100%
Office and Industrial	5%	100%	5%	0%	5%	0%
Places of Worship	0%	30%	50%	0%	100%	75%
Residential	100%	50%	80%	100%	75%	75%
Restaurant	50%	70%	100%	70%	45%	100%
Retail	0%	100%	80%	0%	100%	60%
Schools, elementary and secondary	5%	100%	75%	0%	25%	10%
Theater/entertainment	5%	20%	100%	5%	50%	100%

29. Alternative Vehicle Parking

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

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

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

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



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



Dedicated parking for alternative fuel vehicles.



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

Exhibit C

MEMORANDUM

DATE: July 1, 2010

TO: Council Members

FROM: Janice Jardine

SUBJECT: Petition No. PLNPCM2009-00510 – North Temple Boulevard Plan
Petition No. PLNPCM2009- 00096 – establishing the TSA Transit Station Area
Zoning District and rezoning properties identified in the North Temple Boulevard
Plan

The following schedule has been identified for Council action:

July 6	Council Work Session briefing/discussion
July 13	Set public hearing date for August 11, 2010
Aug. 10	Public hearing – potential adoption

Due to the expiration of the North Temple temporary land use regulations on August 11, 2010, the limited number of Council meetings available prior to that date, the need to move these items through the Council process quickly and previous discussions the Council has had relating to the North Temple Boulevard Plan and the Transit Station Area zoning regulations, a Council staff report and analysis has not been provided for these two items.

This memo will provide a brief summary of key elements related to the North Temple Boulevard Plan and the Transit Station Area zoning regulations. Please refer to the Administration's paperwork for both issues for details. A copy of the North Temple Boulevard Plan, the Transit Station Area zoning regulations and the Transit Station Area Development Guidelines can be found in the Administration's paperwork at the end of the ordinance for each item.

➤ **North Temple Boulevard Plan**

- A. The study area includes properties along North Temple Street from 600 West to 2200 West, the North Temple Viaduct area (300 West to 600 West and 200 South to 600 North) and the Euclid neighborhood generally located between North Temple and I-180 and I-15 and the Jordan River. Although the light rail line will include a station at the Salt Lake International Airport, the Plan does not provide policies for future development or changes at the Airport.
- B. The proposed North Temple Boulevard Plan provides a framework for land use and urban design decisions that will be required as North Temple changes from an auto-oriented street to a street that accommodates mass transit, pedestrians, bicyclists and automobiles, and provides transportation options for people of all ages and abilities. The document is intended to provide direction to decision makers, property owners, business owners, designers and developers regarding the community's vision for North Temple Boulevard.
- C. The content of the Plan replaces earlier land use plans and is intended to be used in the decision making process for future land use decisions, public investments, allocation of resources and other processes that may impact the North Temple Corridor. Adoption of the Plan will change the Capitol

Hill, Northwest and West Salt Lake Community Master Plans and replace the Euclid Small Area Plan. (Planning staff has noted that the Plan incorporates previous efforts underway in the Planning Division regarding updating the Euclid Small Area Plan.)

- D. The purpose of the North Temple Boulevard Plan is to:
1. Turn North Temple into a boulevard street that is the main street that connects neighborhoods to one another;
 2. Create compact, walkable, transit-oriented neighborhoods around each station;
 3. Increase transit ridership;
 4. Improve the overall safety of the community;
 5. Establish guidelines for street design and connectivity that will accommodate all users;
 6. Create opportunities for affordable and accessible living options while increasing the residential densities near the stations by providing a mix of housing types;
 7. Provide for a diverse mix of uses and building types around the transit stations; and
 8. Create long term economic stability for the station areas.
- E. Sections of the Plan applicable to the entire corridor include Development Principles (placemaking, diverse mix of uses, connectivity and circulation, location efficiency/compactness, compatibility, parking, and value capture e.g. economic stability, increased property values and return on public investment). Other sections addressed include Art in Transit; Transit-Oriented Development and Sustainability Concepts.
- F. The Plan notes that station area types are important in creating zoning regulations because it is difficult to develop a one-size-fits-all approach to transit-oriented zoning due to the unique character of each area. A station area typology is used to describe the physical characteristics and future vision for a specific transit station. There are several different station areas types identified along North Temple:
1. Urban Center Station Area (Viaduct Transfer Station)
 2. Urban Neighborhood Station Area (800 West Station)
 3. Mixed-Use Employment Station Area (1950 West, 2200 West and Cornell Stations)
 4. Special Purpose Station Area (Fairpark and Airport Stations)
- G. The Plan divides the study area into 5 smaller Station Area Plans:
1. Viaduct Transfer Station Area Plan - pgs. 23 – 44
 2. 800 West Station Area Plan - pgs. 45 – 69
 3. Fairpark Station Area Plan (approximately 1100 West) - pgs. 70 – 87
 4. Cornell Station Area Plan (1520 West) - pgs. 88 – 107
 5. 1950 West and 2200 West Station Area Plan (combined study areas) - pgs. 108 – 127
- H. Each station area plan contains sections that address:
1. Vision
 2. Community input
 3. Existing Conditions and Context
 4. Core, Transition and Stable areas (Please see attached map.)
 - a. Core areas – areas where an intense level of transit-oriented zoning is appropriate.
 - b. Transition areas – areas that are appropriate for mixed-use and less intensive transit-oriented zoning.
 - c. Stable areas – areas where little change is expected or desired or where the current zoning allows for the desired future land uses and intensities.
 5. Urban Design Framework Key Concepts and Recommendations
 6. Station Area Policies and Strategies
 7. Key Projects and Follow-up Actions

➤ **TSA Transit Station Area zoning regulations**

- A. The proposed zoning changes include establishing a new TSA Transit Station Area Zoning District, adding zoning regulations to the current parking and sign chapters and rezoning properties within the North Temple Boulevard Plan study area. (Please see the attached map for areas to be rezoned.)
- B. The North Temple corridor and surrounding areas include an existing mix of zoning districts:
1. M-1 Light Manufacturing
 2. BP Business Park
 3. CG General Commercial
 4. CS Community Shopping
 5. CC Corridor Commercial
 6. PL Public Lands
 7. GMU Gateway Mixed Use
 8. RMF-35
 9. RMF-30
 10. SR-1A
 11. R-1/5000
- C. On May 14, 2010, the Administration provided an advance briefing to the Council regarding the proposed zoning regulations. The regulations are a new concept combining commonly used zoning regulations with design and development standards and guidelines. The focus is how development relates to the street and surrounding neighborhoods in terms of development form rather than in terms of use. (Please see item E below for additional details.) A substantial amount of the information in the North Temple Boulevard Plan is incorporated into the zoning regulations. The North Temple Boulevard Plan and Station Area Plans are intended to work hand in hand with the proposed Transit Station Area Zoning District and Transit Station Area Development Guidelines and provide incentives for development that achieves the goals set forth in the Plan.
- D. The overall goals of the proposed zoning regulations are to:
1. Put public participation up front in the planning process, instead of as a reaction to individual developments.
 2. Make it easier for desirable development to be processed.
 3. Create options for applicants in terms of how they design their project and how they want to be processed.
 4. Provide the option of predefined outcomes.
(An applicant has the option to determine their approval process. They can choose to go through the Conditional Building and Site Design Review, either at the Planning Commission level or Administrative Hearing, or they can go straight to administrative review and approval by incorporating a certain level of the development guidelines.)
- E. The proposed zoning regulations are intended to regulate the physical form of buildings and how they relate to transit, the street, public spaces, adjacent buildings, and adjacent neighborhoods. Less emphasis is placed on use. A table of prohibited uses, which varies depending on the type of station area, lists those uses that are not allowed. If an existing use is identified as a prohibited use, the use would continue as legal nonconforming use. All other uses would be permitted.
- F. The purpose statement includes a detailed overall description of the Transit Station Area District and specific descriptions of the Core and Transition Areas.
- G. A station area typology is used based on characteristics such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a

common vision for development of a transit station area. Station area types in the proposed zoning regulations include Urban Center, Urban Neighborhood, Mixed-Use Employment Center, and Special Purpose areas. Prior to classifying a transit station into a specific type, a station area plan must be adopted by the City Council in order to apply this zoning district to a geographic area. Only those stations that have an adopted station area plan will be classified.

- H. Design and development standards are identified in the proposed ordinance. Development projects will be required to comply with regulations that include:
 - 1. Building height and setbacks;
 - 2. Special setback provisions for properties along the Jordan River;
 - 3. Minimum lot coverage;
 - 4. Open space;
 - 5. Circulation and connectivity;
 - 6. Parking locations and structures; and
 - 7. Minimum design requirements including building façade architectural variety and scale, ground floor building materials, first floor glass, the location of doors and entrances, residential uses and densities, mechanical equipment and service areas.

- I. Additional development standards are identified in the “Transit Station Area Development Guidelines” that will be adopted by reference, but not include in the Zoning Ordinance. The intent is to reward high quality, desired development through the use of incentives (such as increased building height) and by allowing for a quicker review process. The development guidelines are to be used by the City Administration in the review process for each project located in the Transit Station Area Zoning District. Any amendment to the guidelines should be reviewed as an amendment to the Zoning Ordinance. The review process is outlined in the proposed zoning regulations.

- J. Following the guidelines is voluntary and not required for any project. Compliance with the guidelines entitles applicants to faster review and can guide new development and redevelopment towards implementing the vision in the Station Area Plans.

- K. Each guideline includes an assigned value based on several factors including the importance of the guideline in implementing the vision of a Station Area Plan or other applicable land use related policies of the City and the cost of addressing the guideline. (Please see the Transit Station Area Development Guidelines, Exhibit B at the end of the ordinance, for specific development guidelines and assigned value numbers. pgs. 9 – 42.) The resulting development score is established by adding the values of each guideline that has been incorporated into a project.

- L. The approval process for all new development and redevelopment is based on the development score. The higher the development score, the more streamlined the approval process. A series of threshold tiers has been established indicating which approval process is required.
 - 1. Tier 1 – projects with a development score less than 50 points will require Planning Commission approval through the Conditional Building and Site Design Review process and standards. This process requires public input prior to scheduling a public hearing with the Planning Commission. Estimated process timeframe – 3-6 months.
 - 2. Tier 2 – projects with a development score between 50 and 99 points require an Administrative Hearing. This process allows for a relatively quick review and approval process, but still requires a public hearing. Estimated process timeframe – 1-3 months.
 - 3. Tier 3 – projects with a development score of 100 points or more allows administrative approval without a public hearing, providing a streamlined approval process. Estimated process timeframe – similar to the permitted use “over-the-counter” building permit review process.

- M. Additional regulations are required for developments that exceed 5 acres. The primary purpose is to ensure that circulation and connectivity issues are addressed. The design of an internal circulation system and connectivity to public rights of way is subject to approval from the Transportation Division. This would not be a departure from the current review process, but would provide guidance to developers in terms of what is expected.
- N. Proposed changes to existing zoning regulations – parking ratios and signage.
1. Parking - (Sec. 21A.44.040.C Off Street Parking and Loading: Transportation Demand Management - Special Minimum And Maximum Parking For Certain Districts)
 - a. No minimum off-street parking requirements in the Core Area
 - b. Minimum off-street parking requirement in a Transition Area shall be equal to 50% of the current requirement in the Zoning Ordinance. (Sec. 21A.44.060 – Number of Off-Street Parking Spaces)
 - c. Maximum off-street parking:
 - Residential uses require one stall per dwelling unit in the Core Area and 1.5 stalls per dwelling unit in the Transition Area.
 - All other uses require 3 stalls for every 1,000 square feet of net floor space in the Core and Transition Areas.
 - Maximum off-street parking requirement for mixed use developments shall be calculated based on the above ratio for each different type of use that may occupy the building.
 2. Signage: The current Transit Corridor Zoning District TC-75 sign regulations will be applied to the Transit Station Area TSA Zoning District. (Please see pgs. 5-8 in the proposed ordinance for details.)

cc: David Everitt, Karen Hale, Bianca Shreeve, Holly Hilton, Ben McAdams, Ed Rutan, Lynn Pace, Paul Nielson, Frank Gray, Mary De La Mare-Schafer, Wilf Sommerkorn, Cheri Coffey, Joel Paterson, Nick Norris, Craig Spangenberg, Randy Isbell, Orion Goff, Les Koch, Larry Butcher, DJ Baxter, Rick Graham, Kevin Bergstrom, Jeff Niermeyer, Tom Ward, Brad Stewart, Tim Harpst, Kevin Young, John Naser, Maureen Riley, Alan McCandless, City Council Liaisons, Mayors Liaisons

File Location: Community Development Dept., Planning Division, North Temple Boulevard Plan and the Transit Station Area zoning regulations and Zoning Map Amendment, Mayor Ralph Becker and Planning Commission

SCANNED TO: Mayor
SCANNED BY: Rachel
DATE: 6-18-10

SALT LAKE CITY CORPORATION

RALPH BECKER
MAYOR

FRANK B. GRAY
DIRECTOR

DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT
OFFICE OF THE DIRECTOR

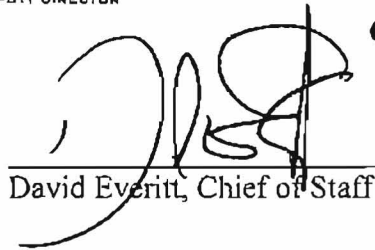
MARY DE LA MARE-SCHAEFER
DEPUTY DIRECTOR

ROBERT FARRINGTON, JR.
DEPUTY DIRECTOR

RECEIVED

JUN 18 2010

Salt Lake City Mayor



David Everitt, Chief of Staff

CITY COUNCIL TRANSMITTAL

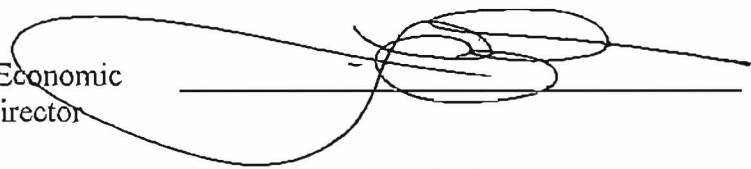
Date Received: _____

Date Sent to City Council: 06/18/2010

TO: Salt Lake City Council
JT Martin, Chair

DATE: June 14, 2010

FROM: Frank Gray, Community & Economic
Development Department Director



RE: Petition PLNPCM2010-00096: Transit Station Area Zoning District

STAFF CONTACTS: Nick Norris, Senior Planner, at 801-535-6173 or
nick.norris@slcgov.com

RECOMMENDATION: That the City Council hold a briefing and schedule a Public
Hearing

DOCUMENT TYPE: Ordinance

BUDGET IMPACT: No budget impact.

DISCUSSION:

Issue Origin: in 2006, the Planning Commission initiated a petition to study the zoning for the North Temple Corridor prior to the start of the Airport Light Rail line construction. For various reasons, the petition was put on hold. In June 2009, the City started a planning process to create station area plans for the Airport Trax stations. Part of this process included studying appropriate zoning regulations for Station Areas identified in the North Temple Boulevard Station Area Plans. The end result of this process is the creation of a new zoning district, called the TSA, Transit Station Area zoning district.

Analysis: As the Station Area planning process was nearing completion, the Planning Team, consisting of City Staff and consultants, considered three zoning options. The three options included:

- Making no changes to the existing zoning along North Temple;

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- Rezoning the properties along North Temple to an existing zoning district that could be used as an implementation tool for the Station Area Plans; or
- Creating new zoning regulations that could be used as an implementation tool for the Station Area Plans.

If the City chose to make no changes to the zoning along North Temple, the existing regulations would remain in effect. These regulations do not allow a development intensity level that could support the light rail line, increase commercial opportunities in the area or support an increase to the City's housing supply. Therefore, this option was not supported by the Planning Team.

Applying an existing zoning district or combination of zoning districts along the corridor would not fully implement the vision, principles or recommendations of the Station Area Plans. The City does not have any zoning districts that, without major modifications, could use incentives to promote the type of development identified in the Station Area Plans.

The third option was chosen as the only viable alternative because it allowed the Planning Team to consider all of the policies and goals of the Station Area Plans without the need to modify existing zoning districts to make them work. This option establishes a process to incentivize certain development goals identified not only in the Station Area Plans, but goals identified in City-wide policy documents as well.

The proposed zoning district is based on the concept of implementing a community's vision through appropriate zoning regulations. The overall goal of the zoning district is to make desirable development as easy as possible to realize. Desirable development is determined by the vision in the Station Area Plans. The focus of the zoning regulations is on the form of development and how development relates to the adjacent public spaces and buildings. Less emphasis is placed on land use. The proposed ordinance does not include a table of permitted and conditional uses. Instead, it specifically lists those uses that are prohibited. A series of development and design standards are used to ensure fundamental development characteristics are incorporated into all new development and redevelopment.

The concept of a Development Score is being introduced as a tool to determine the review and approval process for projects. The Development Score is a figure determined by adding together points earned by including certain development guidelines into the design of a project. The development guidelines are identified in a book called "Transit Station Area Development Guidelines" which was produced in conjunction with the proposed zoning ordinance.

A series of thresholds, called Tiers, has been established to determine the review and approval process. If a project does not include any development guidelines or has a low Development Score, it falls into Tier 1. Tier 1 projects are processed following the Conditional Building and Site Design Review process already established in the zoning ordinance. This process requires Planning Commission approval.

A project with a Development Score that falls within the Tier 2 threshold is also processed using the Conditional Building and Site Design Review Process. However, Tier 2 projects would be

eligible for an Administrative Hearing. Administrative Hearings are public hearings, but they typically reduce the approval time, as compared to a Planning Commission public hearing.

Tier 3 projects are deemed to be substantially compliant with the Station Area Plans because they incorporate a high level of development guidelines. These projects are reviewed administratively and no public hearings are required. For comparison purposes, this process is similar to what a permitted use would go through in other zoning districts, which is the “over-the-counter” building permit process.

Master Plan Considerations: The proposed zoning regulations are generally compliant with the North Temple Boulevard Station Area Plans. Although the Station Area Plans have not been adopted, the proposed zoning regulations are intended to be adopted in conjunction with the Station Area Plans. The Station Area Plans include recommended zoning regulations, such as mix of uses, building heights and setbacks, etc. The proposed zoning regulations include the specific recommendations identified in the Station Area Plans. A more thorough review of the Station Area Plans and other applicable master plans can be found in the Planning Commission Staff Report attached to this transmittal (Exhibit 5C).

PUBLIC PROCESS:

The North Temple planning process has included a long list of public workshops, meetings and open houses. Although the creation of the proposed zoning district was started in March 2010, the vision for future development was created throughout the North Temple planning process. Public comment received at a community workshop held in June 2009 was used to help create the vision for North Temple. The comments received included ideas about what future zoning should be like, ranging from building scale to specific types of desired land uses. These comments are summarized in the North Temple Station Area Plans.

The purpose of a community workshop (October 2009) was to focus on land use and development in and around North Temple Boulevard. The third community workshop included the neighborhoods around the 800 West, Fairpark, Cornell and 1950/2200 West Trax Stations. Due to the final decisions regarding the North Temple Viaduct, a land use and development workshop for this station area was held in February 2010.

In addition to the community workshops, the Planning Division made presentations to the community councils in the area, the North Temple Advisory Committee established by the City and UTA, area schools, and various City boards and commissions, including the Historic Landmark Commission, Transportation Advisory Board, and the Business Advisory Board. The purpose of these meetings was to further identify the vision for each station area and provide specific concepts of what future zoning regulations should include.

Three open houses were held in March and April 2010 to focus on specific details of the proposed zoning ordinance. The first open house was intended to introduce the approach to zoning to the public because it is a different approach than what many are used to. The April open houses provided an opportunity for the public to provide specific comments on the proposed zoning regulations.

The Planning Commission received two briefings on the proposed zoning ordinance. The first briefing was intended to introduce the concept to the Planning Commission and ensure that the Planning Team was moving in a direction supported by the Commission. The second briefing was an overview of the proposed zoning ordinance with the intent of receiving specific direction on certain issues, including the table of prohibited land uses, design standards, the Tier system, and the development guidelines. Both briefings were open to the public, although public comment was not received.

The Planning Commission held a public hearing on May 26, 2010. During this public hearing, several key issues were raised during the Public Hearing. These issues included reconsidering the boundaries of the district in several locations, clarifying the table of prohibited uses and reconsidering some of the development guidelines. The Planning Commission adopted a motion to table their decision until June 9, 2010 and asked staff for more information on these issues.

At the June 9, 2010 Planning Commission meeting, the Commission reviewed an update from staff on the issues raised during the May 26, 2010 Public Hearing. After discussing the information, the Planning Commission adopted a motion to transmit a favorable recommendation to the City Council regarding the proposed zoning ordinance, map amendments and associated amendments to the Off-Street Parking and Signs chapters of the zoning ordinance. The motion passed unanimously.

RELEVANT ORDINANCES:

Zoning amendments are regulated by section 21A.50 Amendments. This chapter includes standards for general amendments, with specific standards for text amendments and specific standards for map amendments. The Planning Commission Staff Report contains a full analysis of each of these standards. The proposed zoning regulations and map amendments generally complies with each of the standards.

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- 3.** City Council Hearing Notice
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- 5.** Planning Commission Hearing
 - a.** Original Notice and Postmark/Agenda
 - b.** Newspaper Advertisement
 - c.** Staff Report
 - d.** Minutes
- 6.** Original Petition

1. Chronology

CHRONOLOGY
Petition PLNPCM2010-00096 TSA Transit Station Area Zoning District

- July 12, 2006 Planning Commission initiates a petition to study zoning along North Temple.
- February 24, 2010 Planning Commission recommends that the City Council adopt the North Temple Boulevard Station Area Plans.
- March 2, 2010 Planning Division reopens the initial Planning Commission initiated petition to study zoning along North Temple.
- March 2, 2010 Petition assigned to Nick Norris.
- March 10, 2010 Briefing with Planning Commission to discuss various options in the approach to zoning for North Temple.
- March 18, 2010 Initial Community Open House is held.
- April 27, 2010 Open House for draft ordinance and development guidelines
- April 28, 2010 Planning Commission briefing.
- April 29, 2010 Second open house for draft ordinance and development guidelines
Public hearing notice for May 12, 2010 Planning Commission meeting mailed.
Public hearing notice for May 12, 2010 Planning Commission meeting posted on City's and the Utah Public Meeting Notice websites.
- April 30, 2010 Notice of the Planning Commission Public Hearing printed in the newspaper.
- May 12, 2010 The Planning Commission Public Hearing is postponed due to lack of a quorum.
- May 14, 2010 Notice of the Planning Commission Public Hearing is mailed to all affected property owners, residents and occupants as well as all property owners, residents and occupants within 450 feet of an affected property. Notice is also printed in the newspaper and posted on the City's and State's websites.
- May 26, 2010 The Planning Commission Public Hearing is held. The Planning Commission tables a decision until June 9, 2010.
- June 9, 2010 The Planning Commission adopts a motion to forward a favorable recommendation to the City Council. The vote is unanimous.

2. Ordinance

SALT LAKE CITY ORDINANCE

No. _____ of 2010

(An ordinance amending portions of Title 21A of the *Salt Lake City Code* and amending the zoning map to establish the Transit Station Area zoning district)

An ordinance amending section 21A (Zoning) of the *Salt Lake City Code* pursuant to Petition No. PLNPCM2010-00096 to establish the TSA Transit Station Area zoning district, amending existing sections of Title 21A affected by the establishment of the TSA Transit Station Area zoning district, and amending the zoning map to establish the boundaries thereof.

WHEREAS, the Salt Lake City Planning Commission (“Planning Commission”) held a public hearing on May 26, 2010 to consider a request made by the Planning Commission (Petition No. PLNPCM2010-00096) to amend Title 21A of the *Salt Lake City Code* to adopt a new section 21A.26.078 to establish the Transit Station Area zoning district, to amend existing sections of Title 21A affected by the establishment of the Transit Station Area zoning district, and to amend the zoning map to delineate the boundaries thereof; and

WHEREAS, the Planning Commission continued its review of said petition to a June 9, 2010 public meeting to allow Planning Division staff time to make minor revisions to the proposed amendments; and

WHEREAS, at its June 9, 2010 meeting, the Planning Commission voted to transmit a positive recommendation to the Salt Lake City Council (“City Council”) on said application; and

WHEREAS, after a public hearing on this matter the City Council has determined that this ordinance is in the City’s best interests.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Amending text of *Salt Lake City Code* section to adopt section 21A.26.078

That section 21A.26.078 of the *Salt Lake City Code* (Zoning: TSA Transit Station Area District),

shall be, and hereby is, adopted to contain the text and depictions as set forth in Exhibit "A" hereto. The Transit Station Area Development Guidelines, incorporated by reference into the new section 21A.26.078 are provided herewith as Exhibit "B" and shall not be codified, but shall be kept on file with the Planning Division and made available to the public on the City's web site.

SECTION 2. Amending text of Salt Lake City Code section 21A.44.040. That section 21A.44.040.C (Zoning: Off Street Parking and Loading: Transportation Demand Management) of the *Salt Lake City Code* shall be, and hereby is, amended to read as follows:

C. Special Minimum And Maximum Parking For Certain Districts: The regulations of this subsection are intended to reduce traffic volumes, energy consumption, pollution and encourage multi-modal transit in certain zoning districts by reducing the minimum number of parking spaces required, and in some cases, limiting the maximum number of parking spaces allowed. The districts subject to these special controls are districts where alternative forms of transportation exist. The districts subject to these special controls shall be subject to the requirements of section 21A.44.060 of this chapter, only to the extent specifically established in this subsection.

1. D-1 District:

- a. Minimum Parking Required; Nonresidential Uses: The minimum number of parking spaces required for nonresidential uses shall be as follows:
 - (1) No parking is required for the first twenty five thousand (25,000) square feet of floor area.
 - (2) One space shall be required per one thousand (1,000) square feet of gross floor area in excess of twenty five thousand (25,000) square feet.
- b. Minimum Parking Required; Residential Uses: One-half ($\frac{1}{2}$) parking space shall be required for each dwelling unit.
- c. Parking Allowed; Nonresidential Uses: The number of parking stalls provided for any nonresidential use, other than retail sales and service uses, shall not exceed the amount permitted in the following four (4) phase schedule:

- (1) Phase One: No parking maximum is specified. Phase one commences at the adoption date hereof, April 12, 1995, and remains in effect for two (2) years.
 - (2) Phase Two: Parking maximum ratio of four (4) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase two shall commence at the end of phase one and shall remain in effect for two (2) years.
 - (3) Phase Three: Parking maximum ratio of three (3) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase three shall commence at the end of phase two and shall remain in effect for two (2) years.
 - (4) Phase Four: Parking maximum ratio of two and one-half ($2\frac{1}{2}$) parking stalls for each one thousand (1,000) square feet of gross floor area. Phase four shall commence at the end of phase three and shall remain in effect permanently from that time.
 - (5) Phasing Process: The process of enacting phases two, three and four shall include a review and decision process that will involve receiving a recommendation from the city's contract manager of the downtown improvement district, a recommendation from the planning commission and a public hearing before the city council, prior to a final city council decision to enact the next phase. The decision to enact a subsequent phase shall include an analysis of alternative modes of transportation, air quality regulations, land use development, traffic congestion and specifically, the status of the proposed light rail transit system. A subsequent phase shall only be enacted with an affirmative vote by the city council.
- d. Maximum Parking Allowed; Retail Sale And Service Uses: The maximum parking for retail sales and service uses shall not exceed four (4) parking stalls for each one thousand (1,000) square feet of gross floor area. Implementation of this maximum parking requirement shall commence two (2) years from the adoption date hereof, April 12, 1995, and shall remain in effect permanently from that time.
 - e. Maximum Parking Allowed; Residential Uses: The maximum parking for residential uses shall not exceed two (2) parking stalls for each residential unit.
 - f. Exemption From Maximum Parking: Exemptions from the maximum parking requirements in this subsection C1 may be authorized as a conditional use pursuant to the procedures and standards of chapter 21A.54 of this title. Additionally, the applicant must demonstrate that

additional parking is necessary to support a specific land use and that additional on site parking is the most feasible means of supplying the parking demand.

2. R-MU District:

- a. For single-family and two-family residential uses in the R-MU district, one parking stall shall be required for each unit. For multiple-family residential uses in the R-MU district, one-half ($1/2$) parking space shall be provided for each dwelling unit.
- b. Credit for on street parking may be granted, as provided in subsection D of this section.

3. CN And CB Districts:

- a. For residential uses in the CN and CB districts, not less than one parking space shall be provided for each dwelling unit.
- b. Credit for on street parking may be granted, as provided in subsection D of this section.

4. G-MU, D-3, And D-4 Districts:

- a. For residential uses in the G-MU, D-3 and D-4 districts, not less than one parking space shall be provided for each dwelling unit.
- b. For buildings that have ten (10) or more residential units with at least twenty percent (20%) of the units as either affordable, senior housing, or assisted living units shall be allowed to have a minimum of one-half ($1/2$) of a parking space provided for each dwelling unit.

5. G-MU And D-3 Districts:

- a. For nonresidential uses in the G-MU and D-3 districts, no off street parking shall be required for the first five thousand (5,000) square feet of floor area. For all uses with more than five thousand (5,000) square feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, including the initial five thousand (5,000) square feet.

6. D-4 District:

- a. For nonresidential uses in the D-4 district, no off street parking shall be required for the first twenty five thousand (25,000) square feet of floor area. For all uses with more than twenty five thousand (25,000) square

feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, which shall not include the initial twenty five thousand (25,000) square feet.

7. TC-75 District:

- a. For nonresidential uses in the TC-75 district, no off street parking shall be required for the first five thousand (5,000) square feet of floor area. For all nonresidential uses with more than five thousand (5,000) square feet, the parking requirement shall be one space per one thousand (1,000) square feet of gross floor area, including the initial five thousand (5,000) square feet.
- b. All residential parking requirements listed in table 21A.44.060F of this chapter are reduced by fifty percent (50%) within the TC-75 zoning district.

8. TSA District

- a. There are no minimum off-street parking requirements in the Core Area as identified in section 21A.26.078.
- b. The minimum off-street parking requirement in a Transition Area as identified in section 21A.26.078 shall be equal to 50% of the requirement in section 21A.44.060.
- c. The maximum off-street parking allowed shall be as follows:
 - i. Residential Uses: one stall per dwelling unit in the Core Area and 1.5 stalls per dwelling unit in the Transition Area.
 - ii. All other uses: 3 stalls for every 1,000 square feet of net floor space in the Core and Transition Area.
 - iii. Mixed use Developments: the maximum off-street parking requirements for mixed use developments shall be calculated based on the above ratio for each different type of use that may occupy the building.

SECTION 3. Amending text of Salt Lake City Code section 21A.46.095. That section 21A.46.095 (Zoning: Sign Regulations for Transit Corridor Districts) of the *Salt Lake City Code* shall be, and hereby is, amended to read as follows:

21A.46.095: SIGN REGULATIONS FOR TRANSIT CORRIDOR AND TRANSIT STATION AREA DISTRICTS:

The following regulations shall apply to signs permitted in transit corridor and transit station districts. Any sign not expressly permitted by these district regulations is prohibited.

A. Sign Regulations For The TC-75 Transit Corridor District and TSA Transit Station Area District:

1. Purpose: Sign regulations for the TC-75 and TSA districts are intended to provide for appropriate signage oriented primarily to pedestrian and mass transit traffic.
2. Applicability: Regulations in subsection A3 of this section shall apply to all lots within the TC-75 and TSA districts.
3. Sign Type, Size And Height Standards:

STANDARDS FOR THE TRANSIT CORRIDOR DISTRICT (TC-75) AND TRANSIT STATION AREA

Types Of Signs Permitted	Maximum Area Per Sign Face	Maximum Height Of Freestanding Signs ¹	Minimum Setback ²	Number Of Signs Permitted Per Sign Type	Limit On Combined Number Of Signs ³
Awning/canopy signs	1 square foot per linear foot of storefront (sign area only)	See note 1	May extend 6 feet from face of building, but no more than 2 feet from back of curb ⁶	1 per first floor door/window street frontage	None
Construction sign	64 square feet	12 feet	5 feet <u>or on construction fence</u>	2 per building	None
Flat sign (general building orientation)	1.5 square feet per linear foot of building face ⁵	See note 1	n/a	1 per building face	None
Flat sign (storefront orientation) ⁴	1.5 square feet per linear foot of store frontage ⁵	See note 1	n/a	1 per business or storefront	None

Marquee sign	Subject only to subsection 21A.46.070O of this chapter			1 per storefront	None
Monument sign	100 square feet	12 feet	None	1 per street frontage	
Nameplate, identifying building name	3 square feet	8 feet	n/a	1 per building	None
New development sign	80 square feet	12 feet	5 feet	1 per development	None
Political sign	32 square feet	8 feet	5 feet	No limit	None
Private directional sign	8 square feet	4 feet	5 feet	No limit	None
Projecting business storefront sign	4 square feet per side; 8 square feet total	See note 1. Sign face limited to 2 feet in height	May extend 4 feet from the face of the building, but no more than 2 feet from back of curb ⁶	1 per business entry to the street	None
Projecting parking entry sign	4 square feet per side; 8 square feet total	See note 1. Sign face limited to 2 feet in height	May extend 4 feet from the face of the building, but no more than 2 feet from back of curb ⁶	1 per driveway or parking lot entry	None
Public safety sign	8 square feet	6 feet	5 feet	No limit	None
Real estate sign	64 square feet	12 feet	5 feet	1 per building	None
Window sign	25% of total frontage window area per use	See note 1	n/a	No limit	None

Notes:

1. For height limits on building signs, see subsection 21A.46.070J of this Chapter.

2. Not applicable to temporary signs mounted as flat signs.
3. The total number of signs permitted from the sign types combined.
4. Storefront flat signs limited to locations on the lower 2 floors.
5. A single tenant building may combine the square footage total of both the storefront orientation and the general building orientation flat signs to construct 1 larger sign.
6. Public property lease and insurance required for projection over property line.

SECTION 4. Amending the Zoning Map. The Salt Lake City zoning map, as adopted by the Salt Lake City Code, relating to the fixing of boundaries and zoning districts, shall be and hereby is amended to reflect that all property so designated on Exhibit "C" hereto shall be and hereby is re-zoned to TSA Transit Station Area District.

SECTION 5. Effective Date. This ordinance shall become effective on the date of its first publication.

Passed by the City Council of Salt Lake City, Utah, this _____ day of _____, 2010.

CHAIRPERSON

ATTEST AND COUNTERSIGN:

CITY RECORDER

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

MAYOR

CITY RECORDER
(SEAL)

Bill No. _____ of 2010.
Published: _____.

HB_ATTU-#13359-v1-Ordinance_Adopting_TSA_Zoning_District.DOC

LEGISLATIVE VERSION

EXHIBIT "A"

21A.26.078 TSA Transit Station Area District:

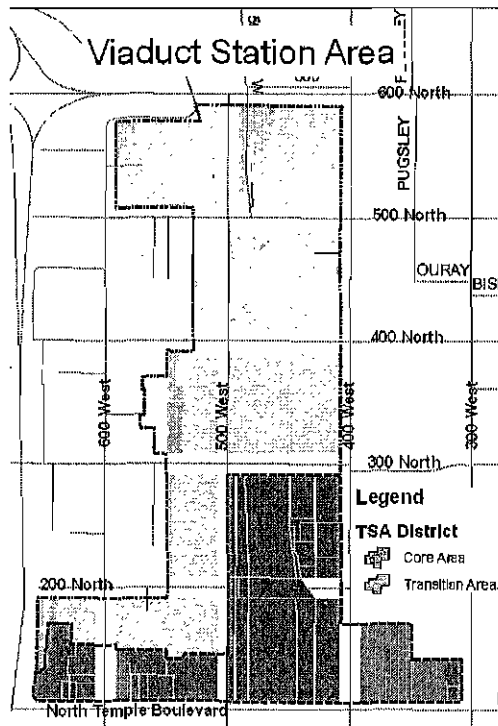
A. Purpose Statement: The purpose of the TSA Transit Station Area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed-use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, mixed-use district. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed-use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two subsections: the Core Area and the Transition Area. Due to the nature of the area around specific stations, the restrictions of Overlay Zoning Districts, and the neighborhood vision, not all station areas are required to have a Core Area and a Transition Area.

- 1. Core Area:** The purpose of the Core Area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit-oriented development and to enhance the area closest to a transit station as a lively, people-oriented place. The Core Area is generally within a ¼ mile walk of a transit station platform. The Core Area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, windows on the street level, and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two or three stories in height, depending on location, in order to define the street edge. Arcades, bays, and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of 30 dwelling units per acre is encouraged within the Core.
- 2. Transition Area:** The purpose of the Transition Area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The Transition Area is intended to provide an important support base to the Core Area and transit ridership as well as buffer surrounding neighborhoods from the intensity of the Core Area. These areas reinforce the viability of the Core Area and provide opportunities for a range of housing types at different densities. Transition Areas are generally located within a ½ mile from the station platform, but may vary based on the character of the area. Transition Areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of

compatible land uses. The minimum desired density is 10 dwelling units per acre. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

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

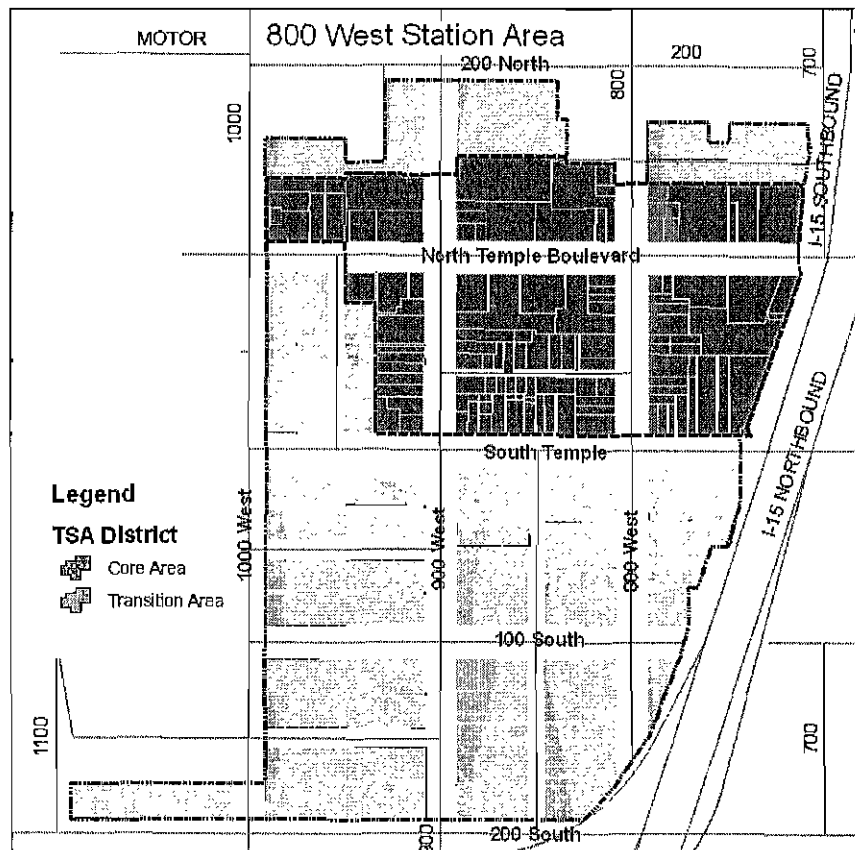
1. **Urban Center Station:** An Urban Center Station contains the highest relative intensity level and mix of uses. The type of station area is meant to support Downtown Salt Lake and not compete with it in terms of building scale and use. The intensity level of the area is characterized by a 24-hour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



2. **Urban Neighborhood Station:** An evolving and flexible development pattern defines an Urban Neighborhood Station Area. Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial changes may add density and intensity in compact building forms that blend in with the residential character of the area. Urban Neighborhoods consist of multi-level buildings that are generally lower scale than what is found in the Urban Center Station Area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape. A mix of building types are possible, ranging from single use structures to mixed-use buildings. Residential uses are generally located above the first floor, although they can be located on the ground floor in certain situations. The highest residential densities and most intense land uses are generally located closest to the station platform. Urban Neighborhoods are served by at least two forms of transit, including light rail and bus service. The uses serve the surrounding neighborhood with nearby destinations and have the potential to attract people from other neighborhoods.

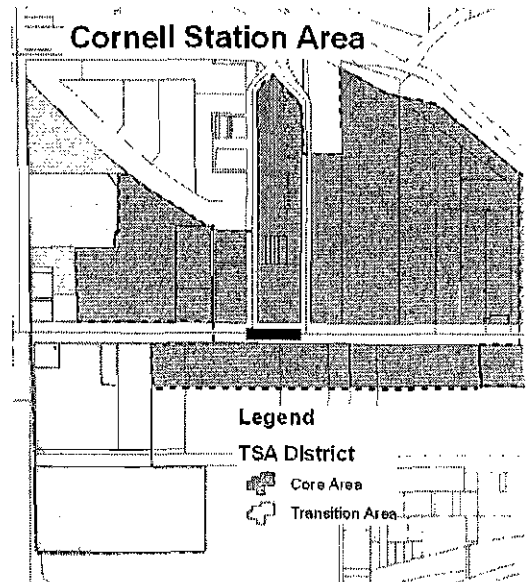
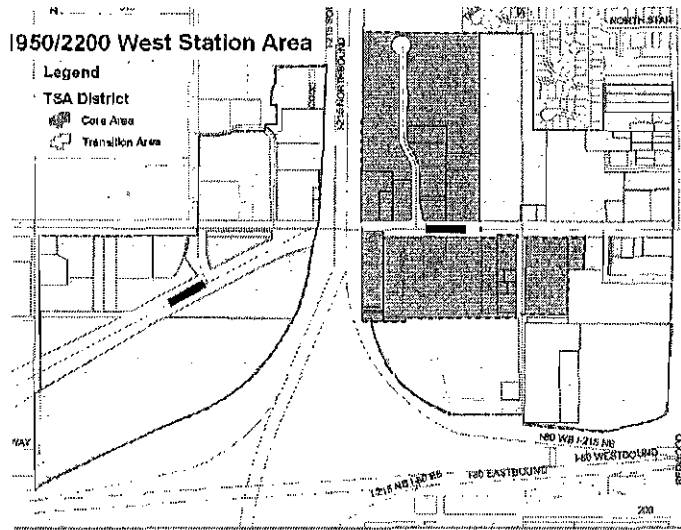
In some Urban Neighborhood Station Areas, a linear development pattern along commercial streets that intersect the transit corridor defines a neighborhood main street. Neighborhood main streets are approximately two blocks long, with two-four story buildings located close to the sidewalk. The ground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

The following stations are considered to be Urban Neighborhood Stations: 800 West light rail station.



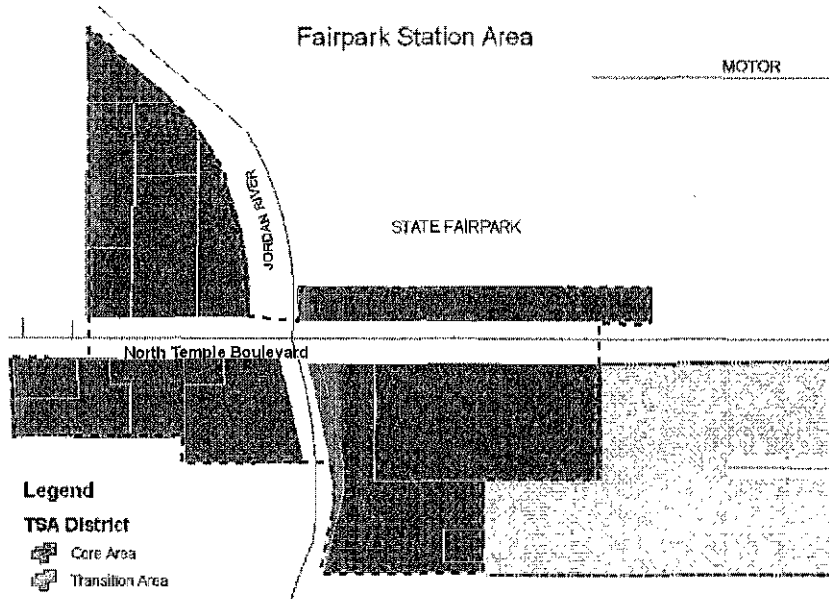
- 3. Mixed-Use Employment Center Station:** A Mixed-Use Employment Station is an area with a high concentration of jobs that attract people from the entire region. These areas generally start with a campus style development pattern and are dominated by a single type of use that generally employs a high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

stations are considered to be Mixed-Use Employment Center Stations: 1950 West, 2200 West, and the Cornell light rail stations.



- 4. Special Purpose Station:** The Special Purpose Station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix of transit options, usually light rail or bus. New development is limited due to the nature of the primary function of the area, but redevelopment of underutilized parcels is likely to occur. Land uses such as restaurants and retail support the dominant land use and attract people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should

be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use. The following stations are considered to be Special Purpose Stations: Fairpark light rail station.



C. Review Process: The intent of the review process is to make the process for desirable development easy to realize in a relatively quick timeframe. The review process focuses on building forms and their relationship to adjacent buildings, the public street, transit and other public spaces. The review process for all new development and

redevelopment within the Transit Station Area Zoning District is based on the Development Score which is generated by the Transit Station Area Development Guidelines.

1. **Pre-submittal Conference:** All applicants for development within the Transit Station Area Zoning District are required to attend a pre-submittal conference with the Planning Division. The purpose of the pre-submittal conference is to notify the applicant of the goals of the Station Area Plans, the standards in this section, and the review and approval process.
2. **Development Review Application:** After a pre-submittal conference, the developer can submit a Development Review Application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two checklists: one for the applicants use and one for the Planning Division's use.
3. **Application Review:** Table 21A.26.078 C summarizes the application review process. All applications shall be processed as follows.
 - a. **Tier 1 Planning Commission Review:** If a project is assigned a score less than 50 points, the project can only be approved by the Planning Commission through the Conditional Building and Site Design Review process in Chapter 21A.59. Once the applicant receives written notice of their score, they will be given 30 days to notify the Planning Division of their intention to proceed with the project through the Conditional Building and Site Design Review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an Administrative Hearing process.
 - b. **Tier 2 Administrative Hearing:** A project that has a development score between 50 and 99 points is eligible for an Administrative Hearing. Any project being reviewed at an Administrative Hearing shall be reviewed using the standards found in 21A.59.060 Standards for Design Review.
 1. **Notice and Posting Requirements:** Notice of the Administrative Hearing shall be done in accordance with Section 21A.10.020C. Conditional Building and Site Design Review.
 2. **Administrative Hearing:** After consideration of the information received from the applicant and any other interested party, the Planning Director, or designee may approve, approve with conditions, deny or refer the matter to the Planning Commission.
 3. **Appeals of Administrative Hearing Decision:** Any person aggrieved by the decision made by the Planning Director or

designee at an Administrative Hearing may appeal the decision to the Salt Lake City Planning Commission by filing notice of appeal within ten days after the Record of Decision is published. The notice shall state the reason(s) for the appeal. Reason(s) for the appeal shall be based upon procedural error, the development score of the project or the criteria set forth in Section 21A.59060 Standards for Design Review.

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

Table 21A.26.078 C Application Review

Development Score	Review Process
0-49	Planning Commission Conditional Building and Site Design Review Process
50-99 points	Administrative Hearing Process
100 or more points	Administrative Review

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the City’s vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the Station Area Plan. A Station Area Plan is a development, land use, urban design and placemaking policy document for the area around a specific transit station. The development score is based on the design guidelines and development incentives in the “Transit Station Area Development Guidelines” book, hereby adopted by reference. The “Transit Station Area Development Guidelines shall be amended following the adopted procedures for zoning text amendments in Section 21A.50 Amendments. Each design guideline is assigned a value.

1. **Formulating the score:** The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. The Planning Director shall evaluate each project in the Transit Station Area zone and assign a development score. The development standards in Section 21A.26.078.F and the

design standards in Section 21A.26.078 H shall be complied with by all projects and are not calculated in the development score.

2. **Using the score:** Every development is required to meet a minimum development score. The minimum score represents a percentage of the total points possible.
3. **Project Review:** A development score shall be assigned to all projects within the Transit Station Area zoning district after a complete Development Review Application is submitted. The Planning Director shall provide, in writing, a copy of the review checklist and explanation of the outcome of the score to the applicant within 30 days of submitting a complete application.
4. **Appeals:** An Applicant may appeal the development score to the Planning Commission. In hearing the appeal, the Planning Commission shall hold a public hearing in accordance with section 21A.10.030. In deciding the appeal, the Planning Commission shall base its decision on its interpretation of the design guidelines, the development score and whether the project complies with the goals of the applicable station area plans and the purposes of the TSA zoning district.

E. Certificate of Occupancy: Prior to issuing a certificate of occupancy, a project shall be inspected by the City to determine if the project substantially complies with the Development Score and, if applicable, any conditions of approval required by the Planning Commission, Administrative Hearing Officer or Planning Director. If the project does not receive final approval at the inspection, the project must be brought into compliance with the Development Score and, if applicable, any conditions of approval required by the Planning Commission, Administrative Hearing Officer or Planning Director.

F. Prohibited Uses: The intent of this section is to identify those land uses that are not compatible with transit-oriented development due to the nature of the use, the land requirements of the use, or the potential impacts of the use. Uses listed in Table 21A.26.078 E and that have an "X" in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited. All other uses are permitted.

Table 21A.26.078. E Prohibited Uses

Use	Urban Center		Urban Neighborhood		Mixed-use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
Ambulance services, dispatching, staging and maintenance	X	X	X	X	X	X	X	X
Animal Pound	X	X	X	X	X	X	X	X
Auto, truck, and RV Repair, Sales and/or Service (minor or major)	X	X	X	X	X	X	X	X
Auto salvage and recycling	X	X	X	X	X	X	X	X
Bus yards and repair facilities	X	X	X	X	X	X	X	X
Car washes	X	X	X	X	X	X	X	X
Cemeteries, any type	X	X	X	X	X	X	X	X
Chemical Manufacturing	X	X	X	X	X	X	X	X
Commercial parking lots not located in a parking structure	X	X	X	X	X		X	
Community Correction facilities, any size	X	X	X	X	X	X	X	X
Concrete manufacturing	X	X	X	X	X	X	X	X
Contractors yard	X	X	X	X	X	X	X	X
Electric Generation facility, excluding solar, wind, or other similar renewable energy generation	X	X	X	X	X	X	X	X
Detached single family dwelling	X		X		X		X	
Drive-through windows and service	X	X	X	X	X	X	X	X
Heavy Equipment rental, repair and sales	X	X	X	X	X	X	X	
Explosive Manufacturing	X	X	X	X	X	X	X	X
Extractive industries	X	X	X	X	X	X	X	X
Flammable liquids or gases, heating fuel distribution	X	X	X	X	X	X	X	X
Gas Stations	X	X	X		X		X	
Heavy Industrial	X	X	X	X	X	X	X	X
Heavy Manufacturing	X	X	X	X	X	X	X	X
Homeless Shelters	X	X	X	X	X	X	X	X
Impound Lot	X	X	X	X	X	X	X	X
Incinerators, for any purpose	X	X	X	X	X	X	X	X
Jails	X	X	X	X	X	X	X	X
Kennel	X	X	X	X	X	X	X	X
Landfills, any type	X	X	X	X	X	X	X	X
Manufactured/mobile home sales and service	X	X	X	X	X	X	X	X
Mini Storage facilities	X		X		X		X	

Outdoor storage including storage of fleet vehicles associated with a business, but not intended to include outdoor retail sales areas or outdoor storage as an accessory and incidental use to a principal use.	X	X	X	X	X	X	X	X
Pawnshops	X	X	X	X	X	X	X	X
Railroad Freight Terminal Facility	X	X	X	X	X	X	X	X
Recycling processing center	X	X	X	X	X	X	X	X
Rock, sand and gravel storage and distribution	X	X	X	X	X	X	X	X
Sewage Treatment facility	X	X	X	X	X	X	X	X
Sexually oriented business	X	X	X	X	X	X	X	X
Solid waste transfer station	X	X	X	X	X	X	X	X
Stable, public or private	X	X	X	X	X	X	X	X
Truck Stops	X	X	X	X	X	X	X	X
Truck freight terminal	X	X	X	X	X	X	X	X
Warehouse as a primary use	X	X	X	X	X		X	
Wholesale distributors	X	X	X	X	X		X	X

1. **Existing Uses and Buildings:** A use located within a station area legally existing at the time that this zoning district was adopted, but listed as a prohibited use in 21A.26.078.C Prohibited Uses, shall be considered a legal non-conforming use. A structure legally existing at the time this ordinance was adopted, but not conforming to the standards in this chapter, shall be considered a legal non-complying structure. Any legal nonconforming use or legal non-complying structure is subject to Chapter 21A.38.

G. Development Standards:

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

Application: The dimensional requirements in Table 21A.26.078.D apply to all new buildings and developments as well as additions to existing buildings. The following development standards apply to the Core and Transition Areas of all station types:

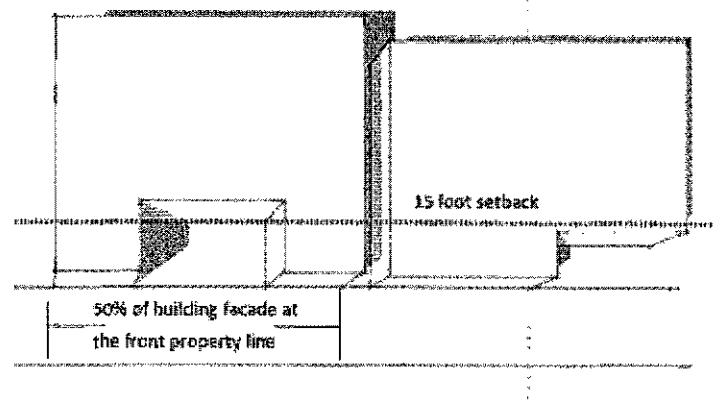
1. **Building Height:** Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development, and the composition of the urban form of the block. Minimum building heights in the Core Area relate to

the width of the street, with a minimum ratio of one (1) foot of building height for every three (3) feet of street width. Building height is measured from the finished grade to the highest point of the building. The following exceptions apply:

- a. The minimum building height applies to all structures that are adjacent to a public or private street.
 - b. Elevator shafts, parapet walls, and other projections are permitted subject to section 21A.36.020C Height Exception.
 - c. Projects that achieve a Development Score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one story of inhabitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building.
2. **Setbacks:** Required building setbacks promote streetscapes that are consistent with the desired character of the street and various station typologies and its core and transition areas. Building setbacks create a safe environment that is inviting to pedestrians and transit users and maintain light, air and potential privacy for adjacent residential uses.
- a. **Front Yard Setback:** All portions of a front yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use such as outdoor dining with the space not dedicated to active outdoor use completely landscaped.

Walls up to three feet in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.

- b. **North Temple Boulevard:** The front yard setback along North Temple Boulevard shall be 15 feet for a minimum of 50% of the width of the street facing facade. Up to 50% of a street facing facade may encroach up to the front property line. In this case, the area not occupied by the building footprint must be landscaped or include active outdoor use, such as outdoor dining, plazas, courtyards or other



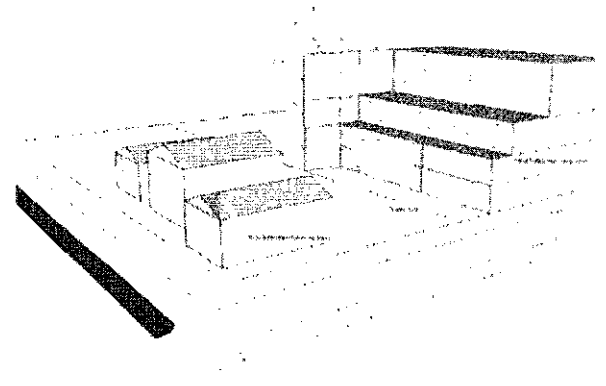
similar useable public space or use. Setbacks over 15 feet are not allowed.

c. Side yard Setback:

1. Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to section 21A.26.078 J.
2. **Side yard setback when adjacent to a single family or two family zoning district:**
 - a. A minimum of 25 feet in the Core area.
 - b. 15 feet in the Transition area.
3. **Side yard setback when adjacent to other uses or districts:** No minimum side yard required.

d. Rear yard Setback:

1. **Core Area:** if a structure is located adjacent to a single family or two family residential zoning district, the rear setback shall be equal to the height of the building on the subject property in the Transit Station Area District. Buildings may be stepped so taller portions of a building are further away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building. When a public alley is between the two properties, the width of the alley may be counted towards the setback.



2. **Transition Area:** A minimum of 25 feet.

c. Special Setback provisions for properties adjacent to Jordan River:

For properties that are adjacent to the Jordan River, the building setback from the Jordan River shall be 50 feet, measured from the Annual High Water Line as defined in Section 21A.34.130. For buildings over 50 feet in height, the setback shall increase one foot for every foot in height over 50 feet up to a maximum of 75 feet. Portions

of buildings over 50 feet in height may be stepped back to comply with this standard.

3. **Minimum Lot Area:**

- a. The minimum lot area applies to all new subdivisions of land.
- b. Any legally existing lot may be developed without having to comply with the minimum lot size requirements.

Table 21A.26.078 D Dimensional Requirements

		Min. Height-foot ²	Max. Height-foot	Min. Front Yard	Max Front Yard	Min Side yard ¹	Min Rear yard ¹	Minimum Lot Coverage for Structures	Minimum Lot Size (square feet)
Urban Center	Core	30	90 ³	0	15	0	0	70%	5,000
	Transition	25	60	0	15	0	0	50%	1,500
Urban Neighborhood	Core	25	75	0	10	0	0	70%	5,000
	Transition	0	50	0	10	0	0	50%	1,000
Mixed-Use Employment Station	Core	25	75	0	15	0	0	60%	5,000
	Transition	0	60	0	15	0	0	50%	1,500
Special Purpose	Core	25	75	0	25	0	0	60%	10,000
	Transition	0	60	0	25	0	0	50%	1,500

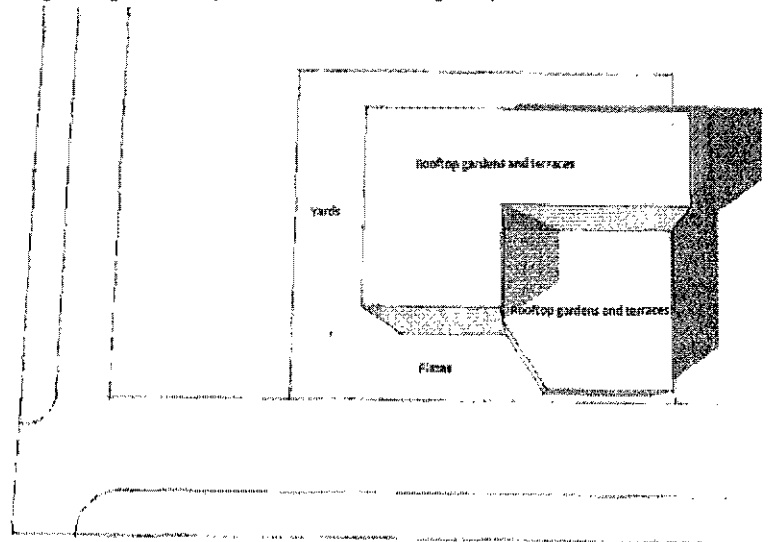
Notes:

- 1. Reference 21A.26.078.F.2 for specific standards.
- 2. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.

3. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include inhabitable space.
4. **Minimum Lot Coverage:** The intent of the minimum lot coverage is to ensure compact development.
5. **Open Space:** In order to provide space for passive and active recreation, public and private use, offset storm drainage due to non-permeable surfaces and as an amenity to individual developments and their residents, employees and customers, open space is required for all new developments.

a. **Core Area:**

1. within the core area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity.
2. A minimum of 10% of the land area up to 5,000 square feet.



b. **Transition Area:**

1. Within the transition area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop gardens and terraces, community gardens and other similar types of amenities.
2. The minimum open space requirement is 10% of the land area up to 2,500 square feet.

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

6. **Circulation and Connectivity:** Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.
 - a. All parking lots shall comply with the standards in section 21A.44.020 General Off Street Parking Requirements.

H. Residential Densities:

1. **Core Area:** No maximum.
2. **Transition Area:** No maximum.

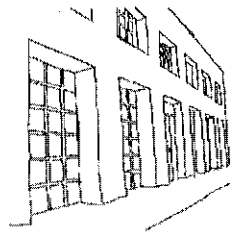
1. **Accessory Structures:** No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.

J. Design Standards:

Purpose: Design standards create the fundamental characteristics of a transit oriented district and the basic design elements required for a successful transit station area. Design standards are intended to provide a safe and interesting walkable environment by connecting ground floor uses adjacent to the sidewalk areas, by encouraging the continuity of retail and service uses, providing surveillance opportunities on the street and public open spaces and framing the street by bringing portions of buildings up to the sidewalk. All buildings shall be designed for the context and character of the project and how they interact visually, functionally, and socially with the context of the public environment.

Application: The following design standards apply to all projects within the Core and Transition Areas of all station area types:

1. **Building Walls Adjacent to a Street:** Street-facing building facades shall provide architectural variety and scale. Changes in plane, color, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. Building walls parallel to a public street and greater than 30 feet in length shall be broken up by architectural features such as bay windows, recessed entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature may be either recessed or project a minimum of 12 inches.
2. **Ground Floor Building Materials:** Other than ground windows and doors, 80% of the remaining ground floor wall area shall be clad in durable materials. Durable materials include brick, masonry, textured or patterned concrete and/or cut stone. Other materials may be used as accent or trim provided they cover 20% or less of the ground floor adjacent to a street.
3. **Ground Floor Glass and Transparency:** All street-facing elevations of a development shall be designed so that the first floor street-facing façade has at least 60% clear glass between three and eight feet above grade to allow pedestrians to view activities inside the building or lighted display windowed. There must be visual clearance behind the glass for a minimum of two feet (2'). Three dimensional display windows at least two feet deep are permitted and may be counted toward the sixty percent (60%) glass requirement. Ground floor windows of commercial uses shall be kept clear at night, free from any window



covering, with internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment. The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front facade, shall not have less than sixty percent (60%) glass surfaces. The reflectivity in glass shall be limited to eighteen percent (18%) as defined by ASTA standards. The Planning Director may approve a modification to this requirement if the Planning Director finds:

- a. The requirement would negatively affect the historic character of the building, or
- b. The requirement would negatively affect the structural stability of the building.
- c. The ground level of the building is occupied by residential uses, in which case the 60 percent (60%) glass requirement may be reduced to 40 percent (40%).

Any appeal of an administrative decision made pursuant to this subsection may be made to the Planning Commission.

4. **Building Entrances:** The intent of regulating building entrances is to promote security on the street and public spaces by providing frequent points of access and sources of activity. Functional entrances to non-residential uses should be located at an average of 75 feet or less from one another. At least one operable building entrance per elevation facing a public street shall be provided. Each ground floor leasable space is required to have an operable entrance facing the street and a walkway to the sidewalk. If a plaza or open space is provided as part of the development, a minimum of one entrance opening onto the plaza or open space shall be provided. This entrance shall be counted towards the spacing of functional entrances identified in this section and may count as the primary entrance to the building.
5. **Ground Floor Residential Uses:** The interior floor elevation of ground-floor residential units in the Core Area shall be a minimum of two feet and a maximum of five feet above grade. Dwelling units located on the ground floor and facing a public or private street shall have a minimum of one primary entrance facing the street in the Core Area. The facades of all buildings in the Core and Transition Areas with ground floor residential uses shall feature elements that signal habitation such as windows, entrances, stairs, porches, bay windows, and balconies that are visible from the public street. Attached single family dwellings, townhomes, row houses, entrances that open onto a courtyard facing a public

street, and other similar housing types shall have a primary entrance facing the street for each unit.

6. **Parking Structures:** The intent of regulating parking structures is to minimize the visual impact of the structure and the cars parking within it, and to reduce their impact on the ground floors adjacent to public sidewalks and streets. Parking structures are permitted within the Core and Transition Areas provided:
 - a. The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, residential leasing office, restaurant, etc. Parking is permitted behind the ground floor uses. If the ground floor does not include active use, than the structure must be set back behind a building or be a minimum of 60 feet from a property line adjacent to a public street or sidewalk.
 - b. The levels of parking above the first level facing the front or corner side lot line shall have horizontal floors and/or facades and not sloped.
 - c. The levels of parking above the second level shall be designed to effectively screen the vehicles so they are not readily visible from an adjacent street.
 - d. Below-grade parking structures for structures with ground floor residential uses may extend a maximum of five feet above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).
7. **Mechanical Equipment:** All roof mounted mechanical and electrical equipment, communication antennas or dishes shall be enclosed, screened, organized designed and located to be out of view from streets and public spaces. The parapet or enclosure shall be equal to or greater than the height of the equipment to be screened to reduce equipment noise and odors, and other impacts onto adjacent uses and maintain the integrity of overall architectural character and scale of the building. Mechanical equipment may be located on the ground provided it is behind the building, screened and not located in a required rear yard or side yard setback. Utility boxes are subject to section 21A.40.160 Ground Mounted Utility Boxes.
8. **Service Areas:** Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one foot higher than the object being screened. Dumpsters must be a located a minimum of 25 feet from a single or two family residential zoning district.

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

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

1. **Surface parking lots and structures on corner properties:** On corner properties, surface parking lots and structures shall be located behind principal buildings or at least sixty (60) feet from a front and corner side lot lines.

2. **Surface parking in the Core Area:** Surface parking lots in the Core area are required to be located behind the principal building or to the side of a principal building. When located to the side of a building, the parking lot shall be:

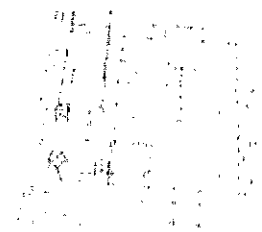
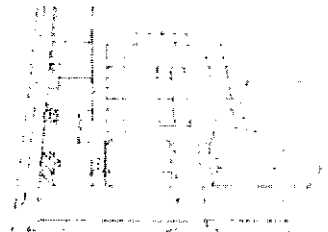
a. Set back a minimum of 30 feet from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.

b. Screened with a landscaped hedge or wall that is at least 36 inches above grade and no taller than 42 inches above grade. Landscaping berms are not permitted.

c. The parking lot shall be no wider than what is required for one row of parking and drive aisle as indicated in Table 21A.44.020.

3. **Surface Parking in the Transition Area:** Surface parking lots in the Transition Area are required to be located behind the principal building or to the side of a principal building. When located to the side of a principal building, the parking lot shall be:

a. Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five (5) feet of a property line adjacent to a street, the parking lot shall



be setback a minimum of 8 feet. The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.

- b. Screened with a landscaped hedge or wall that is at least 36 inches above grade and no taller than 42 inches above grade. Landscaping berms are not permitted.

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

5. **Other Applicable Standards:** All other standards in section 21A.44 Off-Street Parking and Loading shall apply.

M. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this Zoning Ordinance, this Chapter shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an Overlay District, the Overlay District shall take precedence.

N. Developments over five (5) acres:

Intent: Large-scale developments have the potential to function as a self-contained mixed-use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets.

Application: These standards are in addition to all other applicable standards. In situations where the standards in this section conflicts with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres. A development over 5 acres shall be subject to the applicable review process based on the lowest development score assigned to an individual building in the development.

1. **Block Layout:** The intent of regulating block size and dimension is to create a development pattern where all principal buildings have their primary façades facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
 - a. The maximum perimeter dimension of any block shall be 1600 feet. The maximum length of any individual block face shall be 440 feet.
 - b. The maximum perimeter dimension of a block may be increased to 2400 linear feet, and the maximum length of any block face increased to 600 feet provided a midblock pedestrian network is included. The midblock pedestrian network must be a minimum of 20 feet wide and include pedestrian amenities such as lighting, benches, and other similar features. The midblock walkway shall connect to at least two block faces or be extended to the property line to allow for future extension. The standards in section 21A.26.078 H1-3 apply to building walls adjacent to a midblock walkway.
2. **Housing Proximity to Transit:** Developments that include housing should cluster the housing so a minimum of 50% of the housing is located with $\frac{1}{4}$ mile walking distance of a transit platform.
3. **Connectivity to Public Streets, Sidewalks, and Bicycle Lanes:** In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travel ways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a complete street defined as a street that provides dedicated space for pedestrians, bicyclists and automobiles.
4. **Vehicle Access:** Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduces areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.
 - a. Access points located on public streets intended for vehicles shall be spaced a minimum of 100 feet apart.
 - b. No property shall have more than one vehicle access point for every 200 linear feet of frontage on a public street.

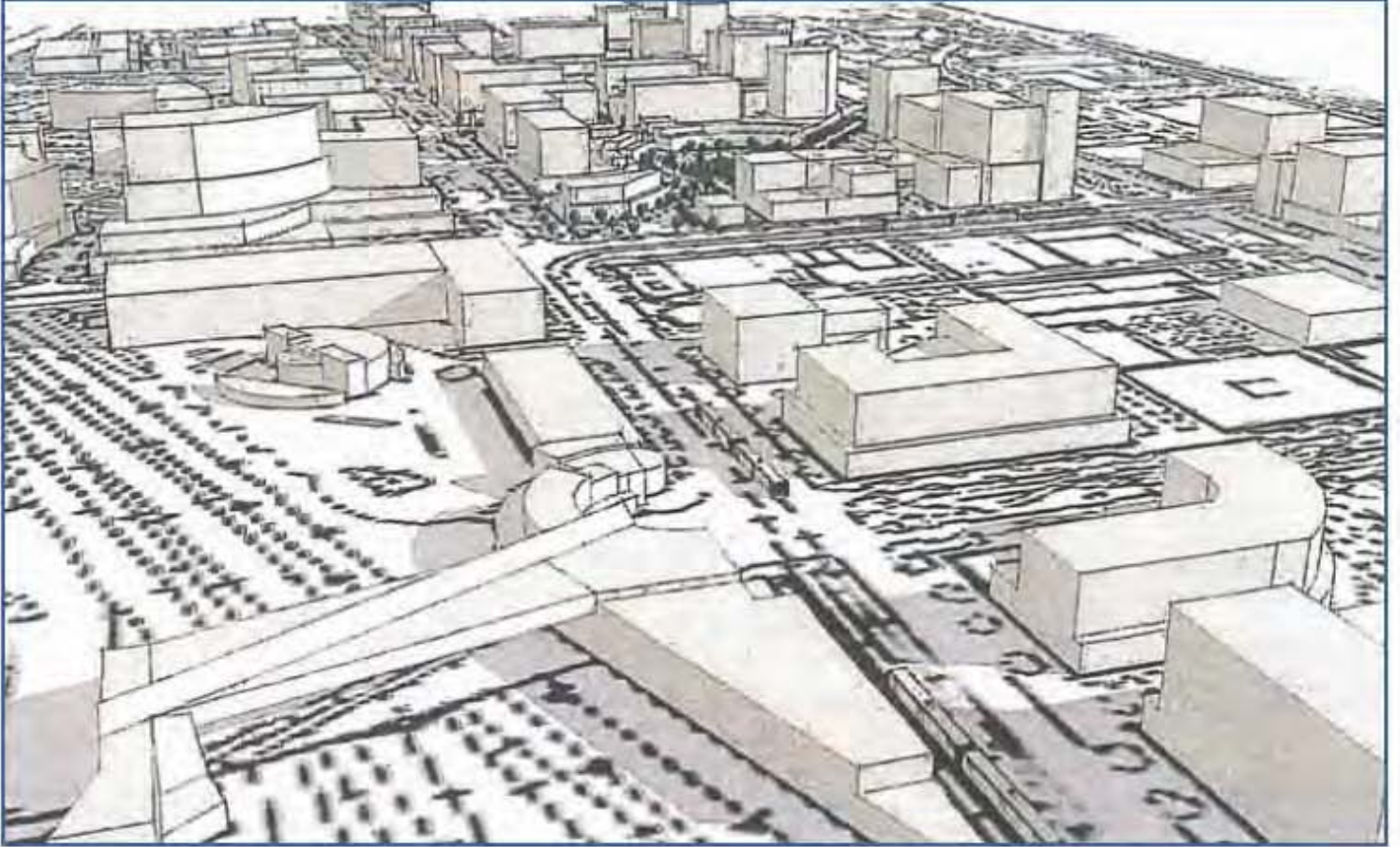
- c. No access drive shall be greater than 24 feet wide.
- d. The location of all vehicle access points is subject to approval from the Transportation Division of the City. The standards of this section may be modified by the Transportation Division when, in the opinion of the Director of the Transportation Division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

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

- a. All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in section 21A.44.020.
- b. The internal circulation system shall be designed to move vehicles at speeds of 20 miles per hour less.
- c. All internal drive aisles, sidewalks, and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to rights of way.
- d. The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a median. Offset streets shall be a minimum of 200 feet apart, measured from centerline to centerline.
- e. Any street that is to be publicly dedicated shall meet the City's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
- f. **Pedestrian Routes:** Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial store fronts.
- g. A coordinated system of bicycle paths should be provided.

EXHIBIT "B"

Transit Station Area Development Guidelines



Transit Station Area Development Guidelines

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Transit Station Area Development Guidelines

Development Around Transit Stations

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

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

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

Transit Station Area Development Guidelines Using These Guidelines

What are Development Guidelines?

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

How to use the Development Guidelines

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

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

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

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

Submitting Required Information

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

Transit Station Area Development Guidelines Thresholds and Procedures

The Development Score Thresholds

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

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

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

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

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

Review Process

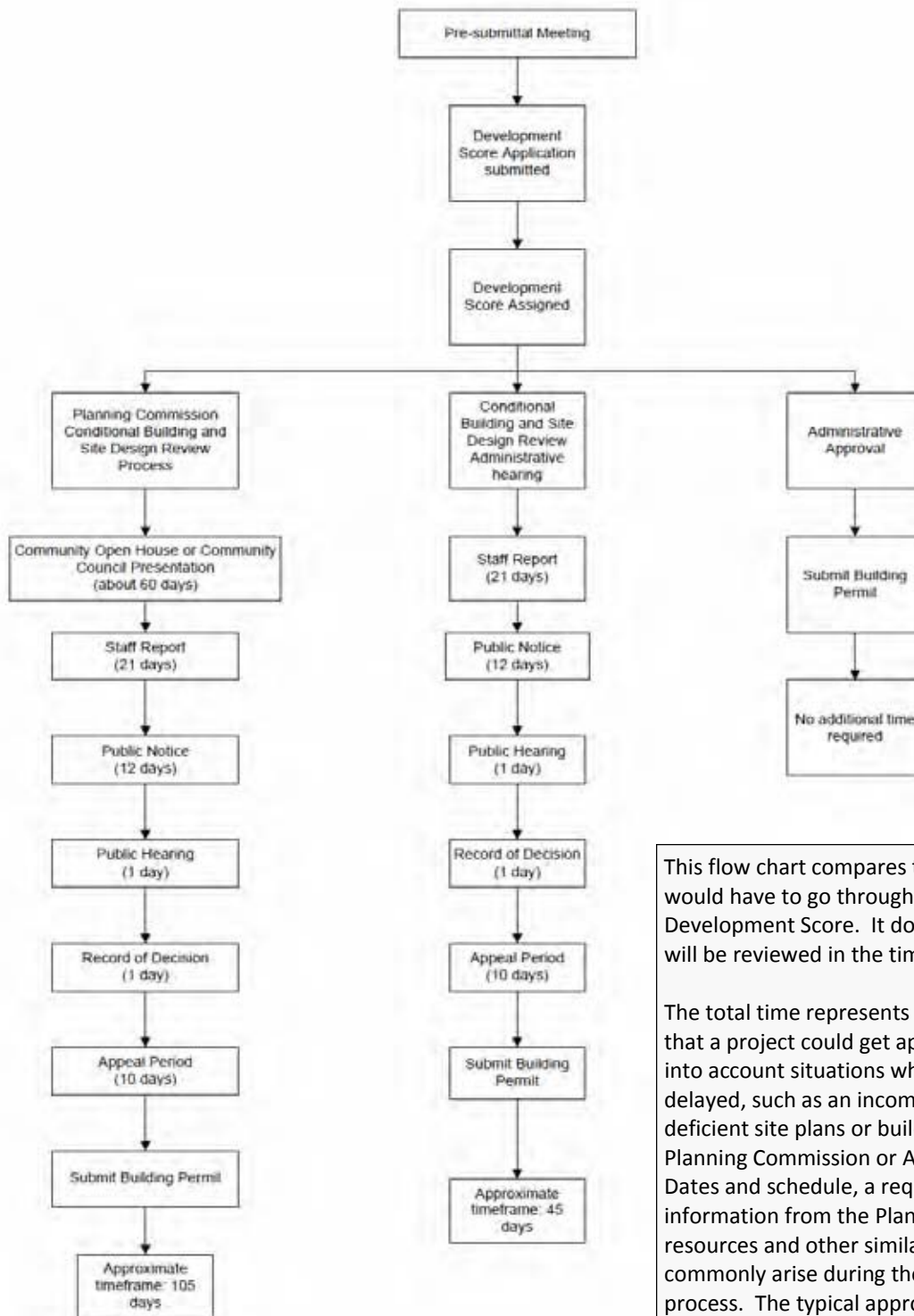
Tier	Approval Process	Estimated Time Frame*
Tier 1 Projects with a development score less than 50 points	Planning Commission	3-6 months
Tier 2 Projects with a development score between 50 and 99 points	Administrative Hearing	1-3 months
Tier 3 Projects with a development score more than 100 points	Administrative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

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

Certificates of Occupancy

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

Transit Station Area Development Guidelines Flowchart of the Review Process



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

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

Transit Station Area Development Guidelines

High Value Guidelines

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

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

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

Land Use Guidelines

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

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

1. Density and Intensity of Use

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

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

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

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

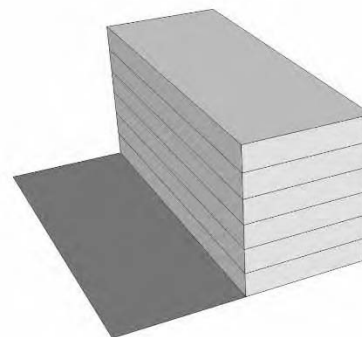
3. A project that meets at least one of the following requirements shall have 10 points added to its score:
 - a. More than 20 dwelling units per acre.
 - b. Buildings that are at least 60% of the allowable building height.
 - c. Buildings with a floor area ratio of 1 or more .



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



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



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

Density and Intensity of Use (cont.)

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

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

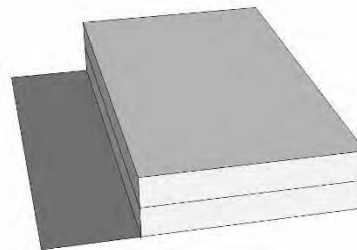
- a. More than 25 dwelling units per acre.
- b. Buildings that are up to 80% of the allowable building height.
- c. Buildings with a floor area ratio of 2 or more.



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

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

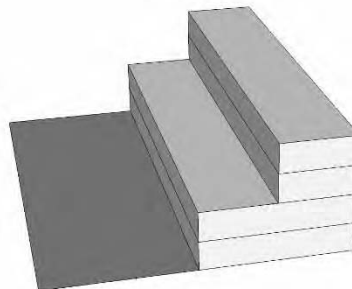
- a. More than 20 dwelling units per acre.
- b. Buildings that are up to 70% of the allowable building height.
- c. Buildings with a floor area ratio of 1.5 or more.



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

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

- a. More than 15 dwelling units per acre.
- b. Buildings with a floor area ratio of 1 or more.



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

2.Mix of Uses

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

A. If the ground floor of a building is designed for retail, restaurant, or other active use than what the floors above are used for, the following points shall be added to the development score:

1. 100% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above. 10 points
2. At least 75% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above. 8 points.
3. At least 50% of the gross floor area on the ground floor is dedicated to a use different than what is on the floors above. 6 points.
4. A project that includes at least two uses that are different than existing uses on adjacent properties: 6 points.

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



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



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



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

3. Mixed Income Housing

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

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

1. 33% or more of the dwelling units: 30 points.
2. 20% or more of the total dwelling units: 15 points.
3. 10% or more of the dwelling units: 10 points.

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



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



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

4. Accessible Dwelling Units

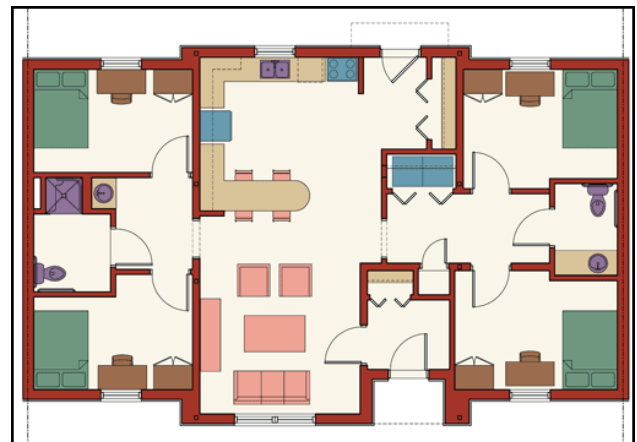
Projects that meet the minimum ADA requirements for accessible dwelling units are encouraged. Features of accessible dwelling units are intended to improve the physical and emotional health of individuals, enhance community diversity and reduce housing costs.

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

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

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

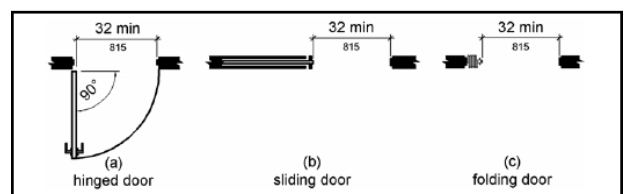
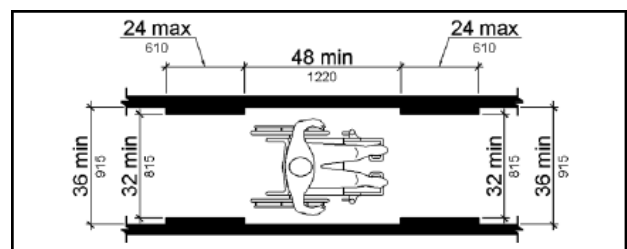
This guideline applies to the Core and Transition Area. Points may only be obtained from one item.



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



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



5. Community-Serving Uses

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

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

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

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



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



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

6. Redevelopment of Surface Parking Lots

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

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

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

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



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



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

7. Redevelopment of Nonconforming Use and Noncomplying buildings

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

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

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

This guideline applies to the Core and Transition Area.



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

8. Removal of Billboards

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

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

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

This guideline applies to the Core and Transition Area



Billboards may lower the development potential of property.



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

Building and Site Design Guidelines

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

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

9. Sustainable Site and Open Space Design

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

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

1. The project utilizes a renewable energy source, such as geothermal heating, solar panels, or other similar system that is incorporated into the open space and capable of producing at least 25% of the buildings energy needs: 15 points.
2. The project utilizes a roof design, such as a landscaped roof, that is intended to reduce energy use, storm drainage runoff or other similar sustainable policy of the City: 10 points.
3. The project utilizes landscape designs and materials that conserves energy, reduces the urban heat island, conserves water, retains or reuses storm drainage or other similar sustainable policy of the City. Documentation must be provided to indicate how the project will incorporate this guideline: 5 points.

This Guideline applies to the Core and Transition Area.



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



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

10. Green Building

Developments that utilize the International Code Council National Green Building Standard and reach a performance level of silver or higher are encouraged. To qualify for these points, the applicant must submit a detailed description prepared and stamped by a licensed engineer or architect indicating how the proposal complies with the ICC National Green Building Standards. These standards are subject to review by the Salt Lake Building Official.

A. A project that meets the standards of the ICC National Green Building Standard and achieves a performance rating of silver or higher shall have the following points added to the development score:

1. Emerald: 50 points.
2. Gold: 40 points.
3. Silver: 20 points.

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



11. Energy Efficiency

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

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

1. The project is capable of producing 100% of its power through renewable sources as documented by a licensed engineer: 50 points.
2. The project is capable of producing 50% of its power through renewable sources as documented by a qualified, licensed engineer. 25 points
3. The project is capable of producing 25% of its power through renewable sources as documented by a qualified, licensed engineer. 10 points
4. The project is capable of producing 10% of its power through renewable sources as documented by a qualified, licensed engineer. 5 points
5. The project is designed with passive, energy efficient features that are capable of reducing the energy needs of the building by at least 25%. 5 points.

This Guideline applies to the Core and Transition Area. Points may only be obtained from one section in items 1-4 above.



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



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

12. 360-Degree Architecture

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

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

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

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



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



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

13. Historic Preservation

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

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

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

1. Local Register: New construction, major alterations and additions that are approved by the Historic Landmark Commission that include reuse of the site: 40 points.
2. National Register: State Historic Preservation Office review and approval of projects with exterior alterations not locally designated and seeking federal tax credits: 20 points.
3. Local Register: Projects that receive administrative approval in accordance with Zoning Ordinance Section 21A.34.020: 5 points.
4. Projects that add historically significant sites to the Salt Lake City Register of Cultural Resources if they qualify as defined in Zoning Ordinance Section 21A.34.

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



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



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

14. Building Materials

Exterior building materials should consist of durable, high quality materials that are easy to maintain. Durable, high quality materials include brick, stone, architectural cast or pre-cast concrete, cast stone, colored split or ground face concrete masonry units, and terra-cotta. Other materials, such as stucco, are acceptable when used as a trim feature. Materials should be compatible with the architecture of the building.

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

1. The entire street facing façade, excluding glazing, doors, and trim, is clad in durable, high quality materials as listed above: 15 points.
2. Other than glazing, doors and trim materials, projects that have a minimum of 50% of the street facing façade clad in durable, high quality building materials as listed above: 10 points.

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



High quality and durable buildings are encouraged.



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



Synthetic stucco systems are discouraged and do not qualify for this guideline.

15. Corner Buildings

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

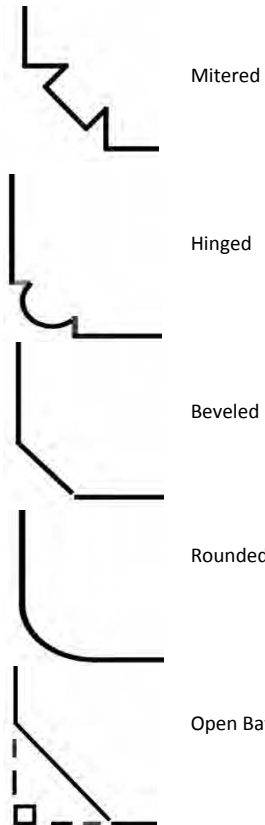


The tallest portion of this building is placed at the corner to make it more prominent.

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

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

This guideline applies to the Core and Transition Area.



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

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



This building uses a rounded corner to address the intersection.

16. Rooftop Design and Use

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

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

1. A rooftop of a building is used as a common space for the building occupants. 6 points.
2. A roof includes at least one of the following design features: 5 points
 - Two or more sloping planes if the roof is pitched;
 - An arched or barrel vaulted design;
 - A distinguishable cornice or parapet;
 - Overhangs significant enough to create a shadow line;
 - Variations in height of parapets of at least 2 feet.



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

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

This Guideline applies to the Core and Transition Area.



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

17. Eyes on the Street and Public Spaces

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

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

1. Operable openings, balconies, verandas or other similar features on all levels of the building that face a public space and allow visibility into the public space: 5 points.

This guideline applies to the Core Area and Transition Area.



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



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



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

18. Lighting

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

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

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

This guideline applies to the Core and Transition Area.



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



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



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



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

19. Signs

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

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

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



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

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



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



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

Public Spaces Guidelines

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

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

20. Public Spaces and Plazas

Shared public spaces, plazas adjacent to public spaces and other similar open spaces: Active, safe and inviting open spaces are encouraged in all development. Open space that complements the building and site, or enhance the public realm are desired. Active, outdoor uses include plazas, outdoor dining, rooftop terraces, playgrounds, community gardens, and patios at grade. This guideline applies to those projects that include more open space than what is required by the zoning ordinance.

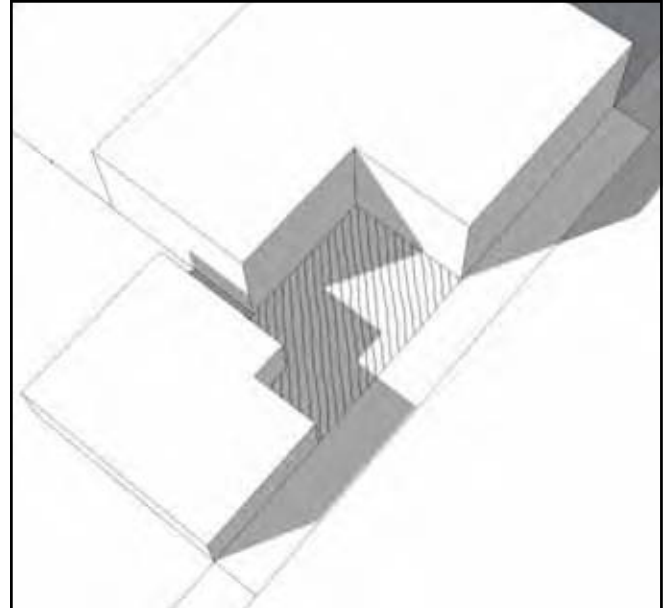
A. Projects that include active, outdoor spaces, that are accessible to the public and adjacent to a public right of way, shall have the following number of points added:

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

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



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



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



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

21. Streetscape Amenities

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

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

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

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



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



22. Public Artwork

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

A. Projects that include public art in a location where it is readily visible from a public space shall have the following points added to the design score:

- At least 1% of the project budget is dedicated to public art: 8 points.
- At least 0.5% of the project budget is dedicated to public art: 4 point.
- A major piece of art work is commissioned and incorporated into the project so that it is visible from a public space: 2 point.

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



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



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



Incorporating art work into a project is encouraged.

Circulation Guidelines

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

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

23. Connections and Walkways

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

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

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

This guideline applies to the Core and Transition Area.



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



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



Walkways can connect development to open spaces.

24. Bicycle Amenities

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

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

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



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

This guideline applies to the Core and Transition Area.



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



Bicycle parking can also serve as public art.

Bicycle Amenities	
Covered, secured bicycle parking	Bicycle racks in well lit, convenient locations
Changing rooms	Lockers
Showers	Bicycle sharing programs.
Indoor storage for residents in multi-family buildings	

25. Access to Transit

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

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

1. Within 750 feet, measured along the most direct, legal walking path: 8 points.
2. Within 1500 feet, measured along the most direct, legal walking path: 4 points.

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

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



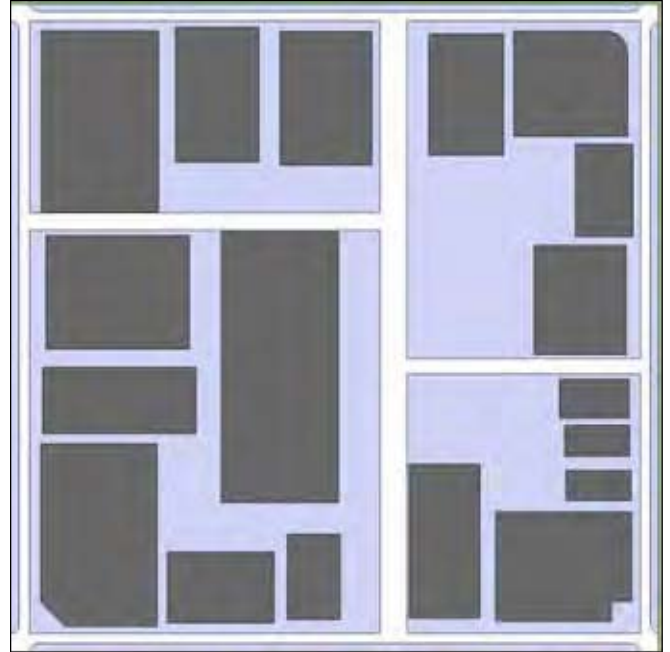
26. Mid-Block Walkways

Projects that improve the overall circulation and connectivity of a station area are encouraged. Locating a project close to a transit station, providing public walkways through a development, connecting to adjacent open space, and other similar types of connections are examples of acceptable improvements to the circulation network.

A. A development that includes mid-block walkways that meets the qualifications below shall have the following points added to the development score:

1. The project includes a walkway accessible to the public that is a minimum of 20 feet wide that connects through the property to a public space, such as park, trail or similar area and allows for the walkway to be continued on adjacent properties: 6 points.

This guideline applies to the Core and Transition Area.



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



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



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

Parking Guidelines

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

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

27. Structured Parking

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

A. A project that includes structured parking shall have the following number of points added to the development score:

1. 100% of the parking is in above grade structured or 75% in a below grade structure: 50 points.
2. 75% of the parking is in an above grade structured or 50% in a below grade structure: 40 points.
3. 50% of the parking is in an above grade structure or 25% in a below grade structure: 20 points.



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

In order to apply the points from this guideline to the development score, the above grade parking structures must be clad with a building material identified as a high quality and durable building material in the Building Material Guideline and be designed to compliment the primary building on the site. If the primary building is the parking structure, the structure must meet all of the applicable standards of the zoning ordinance.



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

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



28. Shared Parking

Developments that have peak use times at different times of the day are encouraged to share parking facilities. Shared parking reduces the amount of land required to park vehicles, reduces development costs for new development and can build beneficial relationships between different land uses.

Lease agreements that extend a minimum of 5 years are required to be submitted with the original application to qualify for the points associated with this guideline.

A. Buildings that receive approval from the Board of Adjustment to share parking with multiple uses, whether on or off site are encouraged. Shared parking calculations shall comply with the zoning ordinance. Projects that include a shared off-street parking plan shall have the following points added to the development score:

1. Projects where at least 50% of the parking is shared with other uses, whether on site or off site: 15 points.
2. Projects where at least 40% of the parking is shared with other uses, whether on site or off site: 12 points.
3. Projects where at least 25% of the parking is shared with other uses, whether on site or off site: 8

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

Table 21A.44.060E lists the percentage of parking required at various hours of the day based on type of use.

General Land Use Classification	Weekdays			Weekends		
	Midnight-7:00 a.m.	7:00 a.m.-6:00 p.m.	6:00 p.m.–Midnight	Midnight-7:00 a.m.	7:00 a.m.-6:00 p.m.	6:00 p.m.–Midnight
College and University	15%	100%	85%	5%	50%	75%
Community Centers	0%	30%	75%	0%	100%	80%
Hotel	100%	65%	100%	100%	65%	100%
Office and Industrial	5%	100%	5%	0%	5%	0%
Places of Worship	0%	30%	50%	0%	100%	75%
Residential	100%	50%	80%	100%	75%	75%
Restaurant	50%	70%	100%	70%	45%	100%
Retail	0%	100%	80%	0%	100%	60%
Schools, elementary and secondary	5%	100%	75%	0%	25%	10%
Theater/entertainment	5%	20%	100%	5%	50%	100%

29. Alternative Vehicle Parking

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

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

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

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



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

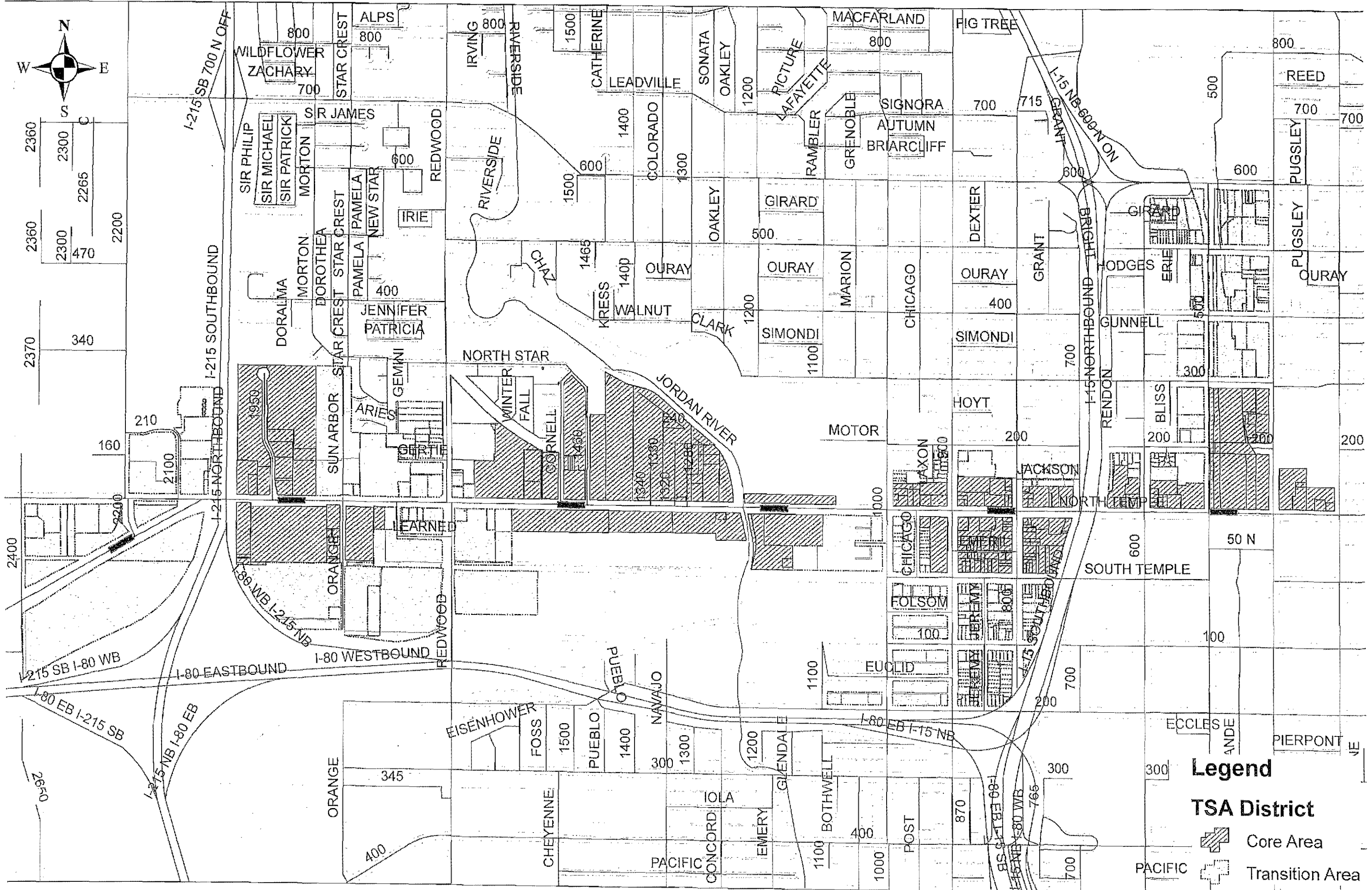
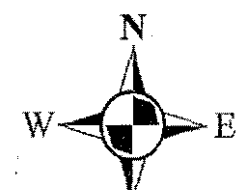


Dedicated parking for alternative fuel vehicles.



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

EXHIBIT "C"



Legend

TSA District



Core Area



Transition Area

PACIFIC

3. City Council Public Hearing Notice

NOTICE OF PUBLIC HEARING

The Salt Lake City Council is considering Petition PLNPCM2010-00096 TSA Transit Station Area Zoning District, map amendment and related text amendments to section 21A.44.040 and 21A.46.095. The proposal would create a new zoning district and amend the official zoning map of the City by changing the zoning of properties in and around North Temple Boulevard to the TSA Transit Station Area zoning district. Changes to section 21A.44.040 and 21A.46.095 are proposed to modify the off-street parking and sign regulations, respectively, for the TSA zoning district.

The City Council will hold a public hearing to receive comments regarding the petition. During this hearing, the Planning staff may present information on the petition and anyone desiring to address the City Council concerning this issue will be given an opportunity to speak. The hearing will be held:

DATE:

TIME:

PLACE: Room 315
City and County Building
451 South State Street
Salt Lake City, Utah

Salt Lake City complies with all ADA guidelines. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this hearing. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the ADA Coordinator at 535-7976; TDD 535-6220.

If you have any questions relating to this proposal, please attend the meeting or contact Nick Norris at 535-6173 or via e-mail nick.norris@slcgov.com.

[08-34-351-005-0000]
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BAILEY, RENA; TR
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MARANA, AZ 85658-4074

[08-33-476-013-0000]
HPT CW PROPERTIES TRUST
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[08-33-452-004-0000]
CHIN LLC
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DIAMOND BAR, CA 91765-

[08-34-353-017-0000]
NACEY FAMILY LC
PO BOX 2609
CARLSBAD, CA 92018

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KZT UTAH LLC & NORTH TEMPLE LLC
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[08-33-476-011-0000]
AIRPORT PARK SALT LAKE CITY LP
1301 DOVE ST #1080
NEWPORT BEACH, CA 92660

[08-33-426-025-0000]
42 HOTEL SLC LLC
10390 SANTA MONICA BLVD
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[08-34-328-013-0000]
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DARIEN, CT 06820

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ONE HOME CAMPUS
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[08-34-353-009-0000]
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WARD, CHRISTY T & DUSTIN; JT
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KNUDSEN INVESTMENT LLC
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TOVAR, VERONICA & MIGUEL A; TC
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AGUILAR, JUAN F & EVANGELINA; TC
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FLORES, BALDOMERO
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MCLAUGHLIN, ROBERT C & MARGARET
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KEYSTONE AVIATION LLC
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LARANE INVESTMENTS LLC
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GREENWELL, ROBERT W & CRONIN, PATRICK
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MEDINA, STEVEN J & JUDY A; JT
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QUESTAR GAS COMPANY
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POLLOCK, KATHY A
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MARTINEZ, EDUVIGES; ET AL
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COMMUNICATION WORKERS OF AM AFL-CIO
LOCAL 7704 DIST # 7
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[08-34-157-012-0000]
MENDOZA, BALTAZAR & SARA; TC
1846 W POLARIS WY
SALT LAKE CITY, UT 84116-3065

[08-34-181-012-0000]
HANSEN, LAURENCE E; TR (E&AH TRUST)
1710 W JENNIFER WY
SALT LAKE CITY, UT 84116-3014

[08-34-353-006-0000]
JANG, DUK SOON
1865 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116-3044

[08-34-156-016-0000]
CARPENTER, DOUGLAS N & MARILYN B;
TRS
1851 W POLARIS WY
SALT LAKE CITY, UT 84116-3032

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MCINTIRE, VAL & DONNA; JT
1745 W JENNIFER WY
SALT LAKE CITY, UT 84116-3013

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ATF V 1973, LLC
1973 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116-3046

[08-34-156-014-0000]
BLANK, MIMI L
1855 W POLARIS WY
SALT LAKE CITY, UT 84116-3032

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FRIESS, VONEAL
1801 W JENNIFER WY
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ATF V 1975, LLC
1975 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116-3046

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CASTRO, JOSE & JUANA; TC
315 N REDWOOD RD
SALT LAKE CITY, UT 84116-3033

[08-34-178-019-0000]
FERRIS, DIANN
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[08-34-353-020-0000]
HIGLEY, STAN R
25 N ORANGE ST
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[08-34-330-006-0000]
OWEN, SHARON L
241 N SILVER STAR DR
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KELLER, DALE E & YYLIANNA Y; JT
1840 W JENNIFER WY
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[15-03-101-007-0000]
MT PROPERTY MANAGEMENT LLC
46 S ORANGE ST #D
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BLAZEK, FRANKLIN G; ET AL
249 N SILVER STAR DR
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[15-04-200-006-0000]
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JT
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RODRIGUEZ, RAMON
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SANABRIA, RODRIGO & INGRID; JT
1771 W PATRICIA WY
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NEWMAN, STACI M
296 N SILVER STAR DR
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ESPINOSA, SOFIA; ET AL
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DEARCOS, ANTHONY & AUDREY; JT
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LOPEZ, ADELA & MONTERIO, JULIAN E;
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TRUJILLO, CHARLES S
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SALT LAKE CITY, UT 84115-1816

[08-34-329-009-0000]
GLASSMAN-LEMUS, TONYA RAE
232 N NEW STAR DR
SALT LAKE CITY, UT 84116-3060

[08-34-157-011-0000]
MARTINEZ, BENIGNO C & VERA
351 N STAR CREST DR
SALT LAKE CITY, UT 84116-3058

[08-33-401-001-2002]
DIESEL SERVICE & SALES
3269 E BELL OAKS CIR
SANDY, UT 84092-4255

[08-34-328-018-0000]
CORRALES, ALMA
255 N NEW STAR DR
SALT LAKE CITY, UT 84116-3054

[08-34-303-017-0000]
STATE OF UTAH. DIV OF FAC CONSTR &
MGMT
450 N STATE ST #4110
SALT LAKE CITY, UT 84114

[08-34-328-003-0000]
WORTHEN, GARY L
3946 W GRAYMALKIN CIR
SOUTH JORDAN, UT 84095-9516

[08-34-329-005-0000]
SERRATO, JOSE V & MARIA I; JT
264 N NEW STAR DR
SALT LAKE CITY, UT 84116-3060

[08-33-401-001-6046]
SALT LAKE COUNTY REAL ESTATE
2001 S STATE ST
SALT LAKE CITY, UT 84190-0002

[08-34-353-037-0000]
WILSON, STEPHEN E & MURIEL S; JT
1762 W LAWRENCE CIR
SOUTH JORDAN, UT 84095-9301

[08-34-329-003-0000]
SAINSBURY, WILLIAM H SR & MARY J; JT
280 N NEW STAR DR
SALT LAKE CITY, UT 84116-3060

[08-34-301-010-0000]
DIAZ-URENA, RICARDO & DIAZ, LILIAN
M D; JT
293 N TAURUS CIR
SALT LAKE CITY, UT 84116-3041

[08-34-381-028-0000]
PREMIUM OIL COMPANY
2005 S 300 W
SOUTH SALT LAKE, UT 84115-1808

[08-34-331-004-0000]
CHRISTY, GALE & ALEXANDER, GWEN C; JT
1719 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3021

[08-34-301-008-0000]
MARTINEZ, RANDY D
301 N TAURUS CIR
SALT LAKE CITY, UT 84116-3041

[08-33-479-003-0000]
LIGHTSTREAM PROPERTY MANAGEMEN LLC
240 E MORRIS AVE #325
SOUTH SALT LAKE, UT 84115-3292

[08-34-326-014-0000]
EMETT, DAVID F. & CONNIE R.
1736 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3022

[08-34-156-010-0000]
DE LA CRUZ, EDWIN & GALVAN, MARIA
G R; JT
1214 W WASATCH AVE
SALT LAKE CITY, UT 84104-2662

[08-33-426-023-0000]
OUTLAND PROPERTIES, LLC
2250 S 1200 W
WEST HAVEN, UT 84401

[08-34-326-011-0000]
LEONARD, LEO A & RASO, PAMELA; JT
1760 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3022

[08-34-352-010-0000]
HOUSING AUTHORITY OF SALT LAKE
CITY
1776 S WESTTEMPLE ST
SALT LAKE CITY, UT 84115-1816

[08-34-327-007-0000]
BAHENA, FERNANDO; ET AL
4133 S EASTERN PARK LN
WEST VALLEY, UT 84119-5203

[08-34-326-009-0000]
GOMEZ, MARIA G & ANA B R; JT
1776 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3022

[08-34-377-006-0000]
WILSON, STEPHEN E
1762 W LAWRENCE CIR
SOUTH JORDAN, UT 84095-9301

[08-34-382-007-0000]
PENTECOSTALS OF SALT LAKE
2393 S 800 W
WOODS CROSS, UT 84087-1647

[08-34-326-007-0000]
RICHARDSON, GEORGE P. & GULL-BRITT E.
1792 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3022

[08-33-479-001-0000]
LIGHTSTREAM PROPERTY MANAGEMEN
LLC
240 E MORRIS AVE #325
SOUTH SALT LAKE, UT 84115-3292

[15-03-126-008-0000]
DIAMOND PARKING INC
605 FIRST AVE #600
SEATTLE, WA 98104

[08-34-326-005-0000]
ARCHIBEQUE, MARY C
1806 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3024

[08-33-300-013-0000]
AIRPORT PARTNERS LLC
1815 S PARAGON DR
ST GEORGE, UT 84790-6146

[08-34-157-010-0000]
BEYNON, JENNIE K.
359 N STAR CREST DR
SALT LAKE CITY, UT 84116-3058

[08-34-326-002-0000]
CARLON, ROBERT L. & ALICE
1826 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3057

[08-34-328-012-0000]
BAHENA, JOSE LUIS & GARCIA, MARTHA
S J; JT
3182 S LEHI DR
WEST VALLEY, UT 84119-2851

[08-34-303-019-0000]
UTAH STATE BUILDING OWNERSHIP AUTHORITY
450 N STATE ST #4110
SALT LAKE CITY, UT 84114

[08-34-302-003-0000]
SILVERIO, MANUEL L
1854 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3057

[15-03-126-004-0000]
DIAMOND PARKING INC
605 FIRST AVE #600
SEATTLE, WA 98104

[08-33-300-001-0000]
SALT LAKE CITY CORP
451 S STATE ST #225
SALT LAKE CITY, UT 84111-3101

[08-34-301-015-0000]
RODRIGUEZ, MARIA B
1869 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3055

[08-34-353-029-0000]
J I C LLC
605 FIRST AVE #600
SEATTLE, WA 98104

[08-34-178-035-0000]
SALT LAKE CO
2001 S STATE ST #N4500
SALT LAKE CITY, UT 84190-0002

[08-34-156-009-0000]
MONTANO, REBECCA
1878 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3057

[08-34-178-030-0000]
VALERIO, JAVIER
1765 W PATRICIA WY
SALT LAKE CITY, UT 84116-3025

[15-03-101-016-0000]
STATE OF UTAH DEPT OF ADM SERV, DIV FAC
CONST & MGMT
450 N STATE OFFICE BLDG
SALT LAKE CITY, UT 84114

[08-34-155-018-0000]
MARTINEZ, MIKE D SR & JUDY A; JT
1881 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3056

[08-34-179-006-0000]
ISAACSON, PAUL N & SAUNDRA E; JT
1790 W PATRICIA WY
SALT LAKE CITY, UT 84116-3094

[08-34-301-012-0000]
TURNER, ANGEL
292 N TAURUS CIR
SALT LAKE CITY, UT 84116-3041

[08-34-156-006-0000]
HANDLEY, LARY J & NANCY J (JT)
1886 W NORTHSTAR DR
SALT LAKE CITY, UT 84116-3057

[08-34-178-025-0000]
HANKINSON, TERESA M
1801 W PATRICIA WY
SALT LAKE CITY, UT 84116

[08-34-301-009-0000]
CHAVEZ, JOSE D; ET AL
297 N TAURUS CIR
SALT LAKE CITY, UT 84116-3041

[08-34-154-001-0000]
CORP OF PB OF CH JC OF LDS
50 E NORTHTEMPLE ST
SALT LAKE CITY, UT 84150-9001

[08-34-178-034-0000]
SANCHEZ, MARIA; ET AL
1817 W PATRICIA WY
SALT LAKE CITY, UT 84116

[08-34-301-014-0000]
MENDEZ, MARLON
306 N TAURUS CIR
SALT LAKE CITY, UT 84116-3041

[08-34-378-001-0000]
WINN UTAH PROPERTIES LLC
1849 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116-3069

[08-33-401-001-6049]
SALT LAKE CITY CORPO
PO BOX 22084
SALT LAKE CITY, UT 84122-0084

[08-34-328-007-0000]
DUNOSKOVIC, GERALDINE H; TR
248 N SILVER STAR DR
SALT LAKE CITY, UT 84116-3036

[08-34-353-032-0000]
LISTNERS COMMUNITY RADIO OF UTAH INC
1971 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116-3046

[08-34-353-019-0000]
PARKINSON, MARY J
PO BOX 25785
SALT LAKE CITY, UT 84125-0785

[08-34-327-006-0000]
BREWER, MERVIN L & SANDRA K; JT
261 N SILVER STAR DR
SALT LAKE CITY, UT 84116-3068

[08-34-353-027-0000]
ATF V 1975, LLC
1975 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116-3046

[08-33-401-001-6036]
SALT LAKE CITY CORPORATION
PO BOX 30808 S 10004
SALT LAKE CITY, UT 84130-0808

[08-34-328-004-0000]
CATENZARO, ROCKY A. & SUSAN L.
272 N SILVER STAR DR
SALT LAKE CITY, UT 84116-3036

[08-33-452-010-0000]
LITTON INDUSTRIES OF CALIFORNIA
2211 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116-2914

[08-34-156-015-0000]
WATCKE, TIM
PO BOX 522057
SALT LAKE CITY, UT 84152-2057

[08-34-328-002-0000]
MORFIN, ISAIAS
288 N SILVER STAR DR
SALT LAKE CITY, UT 84116-3036

[08-34-353-035-0000]
GARDNER LEGACY LLC
15 N ORANGE ST
SALT LAKE CITY, UT 84116-3066

[08-33-401-001-6087]
SALT LAKE CITY CORPORATION
PO BOX 70738
SALT LAKE CITY, UT 84170-0738

[08-34-302-005-0000]
LUGO, MIGUEL & MARIA R; JT
311 N STAR CREST DR
SALT LAKE CITY, UT 84116-3039

[08-34-353-025-0000]
SOCCI, JASON R & LENET M; JT
41 N ORANGE ST
SALT LAKE CITY, UT 84116-3066

[08-34-156-019-0000]
MENDOZA, MANUEL & ELENA; JT
1845 W POLARIS WY
SALT LAKE CITY, UT 84116-3032

[08-34-178-008-0000]
WASHINGTON, JAMES W
322 N STAR CREST DR
SALT LAKE CITY, UT 84116-3040

[08-33-477-004-0000]
L'AUBERGE INC
2733 E PARLEYS WY #300
SALT LAKE CITY, UT 84109-1243

[08-34-156-017-0000]
STROH, DAVID J & GEORGIA R
1849 W POLARIS WY
SALT LAKE CITY, UT 84116-3032

[08-34-178-005-0000]
IBRAHIMA, MALIK & OURO-GNENI, ALAMISSI; JT
350 N STAR CREST DR
SALT LAKE CITY, UT 84116-3040

[08-34-178-032-0000]
MYERS, BETTY J
1753 W PATRICIA WY
SALT LAKE CITY, UT 84116-3025

[08-34-157-005-0000]
RUEDA, JUAN M
1854 W POLARIS WY
SALT LAKE CITY, UT 84116-3065

[08-34-331-008-0000]
VALENZUELA, SERGIO M & RINCON, CARMENT;
JT
273 N REDWOOD RD
SALT LAKE CITY, UT 84116-3113

[08-34-328-019-0000]
KRAUS, KAREN
238 N SILVER STAR DR
SALT LAKE CITY, UT 84116-3036

[08-34-376-008-0000]
SUTHERLAND BUILDING MATERIALS
1780 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-381-028-0000]
PREMIUM OIL COMPANY
1704 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[15-03-101-007-0000]
JOE GRANATO INC
46 S ORANGE ST #D
Salt Lake City, Utah 84116

[15-03-126-004-0000]
PEMBROKE'S INC
47 S ORANGE ST #A8
Salt Lake City, Utah 84116

[08-33-426-011-0000]
US MAGNESIUM LLC
238 N 2200 W
Salt Lake City, Utah 84116

[08-34-351-003-0000]
MOTEL 6 OLP #192
1990 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-382-008-0000]
ORLANDO'S HAIR JUNCTION
55 N REDWOOD RD #E1
Salt Lake City, Utah 84116

[08-33-476-011-0000]
AMERICAN AVIATION INC
176 N 2200 W #250
Salt Lake City, Utah 84116

[08-34-353-005-0000]
ALTVIVITY PACKAGING, LLC
1881 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-353-009-0000]
PTC AIR FREIGHT INC.
15 N ORANGE ST
Salt Lake City, Utah 84116

[08-33-401-001-2178]
KINGS AVIONICS INC
237 N 2370 W
Salt Lake City, Utah 84116

[08-34-382-008-0000]
ORLANDO'S HAIR JUNCTION
55 N REDWOOD RD #E
Salt Lake City, Utah 84116

[08-33-401-001-2171]
FLIGHTSAFETY INTERNATIONAL INC
201 N 2200 W
Salt Lake City, Utah 84116

[08-34-326-017-0000]
BUSHMAN PRODUCTS
1712 W NORTH STAR DR
Salt Lake City, Utah 84116

[08-33-478-012-0000]
TRIPLE J PARKING INC
2085 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-477-004-0000]
RADISSON INN
2177 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-378-001-0000]
COMMUNICATIONS CONTROLS & ELEC
1849 W NORTH TEMPLE ST #BLDG A
Salt Lake City, Utah 84116

[08-34-303-015-0000]
SKY HARBOR APARTMENTS
1876 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[15-03-126-008-0000]
DIAMOND AIRPORT PARKING
50 S REDWOOD RD
Salt Lake City, Utah 84116

[08-34-382-008-0000]
RAMONA LOBATO
55 N REDWOOD RD #E
Salt Lake City, Utah 84116

[08-34-303-015-0000]
I S I S INTERNATIONAL INC
236 N SUN ARBOR TER #2116
Salt Lake City, Utah 84116

[08-34-353-026-0000]
NEW LIFE OFFICE SYSTEMS
1975 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-401-001-6032]
INTERMOUNTAIN AIR LLC.
301 N 2370 W
Salt Lake City, Utah 84104

[08-34-181-014-0000]
FIRST STEP HOUSE INC
379 N REDWOOD RD
Salt Lake City, Utah 84116

[08-33-401-001-2032]
INTERMOUNTAIN AIR LLC.
301 N 2370 W
Salt Lake City, Utah 84104

[15-03-126-004-0000]
SPRINT
47 S ORANGE ST #C
Salt Lake City, Utah 84116

[08-34-353-017-0000]
WELLS FARGO BANK N A
1955 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-426-007-0000]
ENCORE GRILL
2080 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-452-002-0000]
ENTERPRISE RENT A CAR
72 N 2400 W
Salt Lake City, Utah 84116

[15-03-101-007-0000]
VEGETABLE EXPRESS LLC
46 S ORANGE ST #C
Salt Lake City, Utah 84116

[08-33-451-003-6001]
TRANS WEST AIR SERVICE INC
2282 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-376-009-0000]
TACO BELL #16149
1758 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-401-001-6087]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-34-352-010-0000]
DAYS INN
1900 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-178-020-0000]
HENDRICKSON NETWORKING & TECHNICAL
SERVICES
1838 W JENNIFER WAY
Salt Lake City, Utah 84116

[08-33-401-001-6088]
Residents
300 N 2370 W #7-13
Salt Lake City, Utah 84116-2948

[08-34-178-004-0000]
ESI LAWN SERVICE
358 N STAR CREST DR
Salt Lake City, Utah 84116

[15-04-200-004-0000]
THRIFTY CAR RENTAL
15 S 2400 W
Salt Lake City, Utah 84116

[08-33-401-001-6090]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[15-03-126-004-0000]
AAA HOIST AND CRANE CO
47 S ORANGE ST #E5
Salt Lake City, Utah 84116

[15-03-126-008-0000]
CLEANCO
50 S REDWOOD RD
Salt Lake City, Utah 84116

[08-33-401-001-6091]
Residents
300 N 2370 W #7-16
Salt Lake City, Utah 84116-2948

[08-33-401-001-2032]
MILLION AIR
303 N 2370 W
Salt Lake City, Utah 84116

[15-03-126-004-0000]
TRC ENVIRONMENTAL CORPORATION
47 S ORANGE ST #B1
Salt Lake City, Utah 84116

[08-33-401-001-6093]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[15-03-126-004-0000]
NUCO2 SUPPLY INC
47 S ORANGE ST
Salt Lake City, Utah 84116

[15-03-126-004-0000]
TRICOR AMERICA INC
47 S ORANGE ST #D-6
Salt Lake City, Utah 84116

[08-33-401-001-6094]
Residents
300 N 2370 W #7-19
Salt Lake City, Utah 84116-2948

[15-03-126-004-0000]
TELEPERFORMANCE USA
47 S ORANGE ST #B-7
Salt Lake City, Utah 84116

[08-34-353-029-0000]
IDAHO TECHNOLOGY INC
1969 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-401-001-6096]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-34-178-029-0000]
MORNING BRIGHT CLEANING SERVICE
1771 W PATRICIA WAY
Salt Lake City, Utah 84116

[08-33-452-011-0000]
WASATCH SERVICES GROUP LLC
2211 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-401-001-6097]
Residents
300 N 2370 W #8-2
Salt Lake City, Utah 84116-2948

[15-03-126-004-0000]
AAA SUPPLY CO INC
47 S ORANGE ST #E5
Salt Lake City, Utah 84116

[08-34-381-028-0000]
SUBWAY
1704 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-401-001-6099]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-33-452-004-0000]
AIRPORT INN HOTEL
2333 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-476-013-0000]
CANDLEWOOD SUITES
2170 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-401-001-6100]
Residents
300 N 2370 W #8-5
Salt Lake City, Utah 84116-2948

[15-03-126-008-0000]
CITYEXPRESS/ALS LIMOUSINE
50 S REDWOOD RD #208
Salt Lake City, Utah 84116

[08-34-156-012-0000]
JOHNNY ARELLANO
1859 W POLARIS WAY
Salt Lake City, Utah 84116

[08-33-401-001-6102]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-33-426-023-0000]
COMFORT SUITES AIRPORT
172 N 2100 W
Salt Lake City, Utah 84116

[08-33-401-001-6036]
CORNERSTONE AVIATION
337 N 2370 W #130
Salt Lake City, Utah 84116

[08-33-401-001-6103]
Residents
300 N 2370 W #8-8
Salt Lake City, Utah 84116-2948

[08-34-326-018-0000]
RBZ DESIGN
1704 W NORTH STAR DR
Salt Lake City, Utah 84116

[08-34-382-008-0000]
ANITA VIALPANDO
55 N REDWOOD RD #E
Salt Lake City, Utah 84116

[08-33-401-001-6105]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-34-382-002-0000]
FERIA ACCESS LLC
1773 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-382-008-0000]
RUELAS ENVIOS Y MULTISERVICIOS, LLC
55 N REDWOOD RD #H
Salt Lake City, Utah 84116

[08-33-401-001-6106]
Residents
300 N 2370 W #8-11
Salt Lake City, Utah 84116-2948

[08-34-353-017-0000]
WELLS FARGO INVESTMENTS, LLC
1955 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-156-010-0000]
RAMIREZ CLEANING
1876 W NORTH STAR DR
Salt Lake City, Utah 84116

[08-33-401-001-6108]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[15-03-126-004-0000]
CUSTOM AUDIO VIDEO SYSTEMS LLC
47 S ORANGE ST #E-4
Salt Lake City, Utah 84116

[08-33-426-007-0000]
HCK HOSPITALITY GROUP/BAYMONT INN &
SUITE SLC AIRP
2080 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-33-401-001-6109]
Residents
300 N 2370 W #8-14
Salt Lake City, Utah 84116-2948

[08-34-383-005-0000]
PILOT TRAVEL CENTER #194
25 N REDWOOD RD
Salt Lake City, Utah 84116

[15-03-126-008-0000]
PARK & WASH CAR DETAIL
50 S REDWOOD RD
Salt Lake City, Utah 84116

[08-33-401-001-6111]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-33-476-007-0000]
LOFTE'S PIZZARIA & COFFEE
2110 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-353-019-0000]
5 STARZ CLEANING
29 N ORANGE ST
Salt Lake City, Utah 84116

[08-33-401-001-6112]
Residents
300 N 2370 W #8-17
Salt Lake City, Utah 84116-2948

[08-34-353-013-0000]
IDAHO TECHNOLOGY INC
1977 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[15-03-126-004-0000]
AURORACHEM WEST
47 S ORANGE ST #D8
Salt Lake City, Utah 84116

[08-33-401-001-6114]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-33-452-001-0000]
FOX RENT A CAR, INC.
2375 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-178-029-0000]
DIAMOND CLEANING SERVICES
1771 W PATRICIA WAY
Salt Lake City, Utah 84116

[08-33-401-001-6115]
Residents
300 N 2370 W #8-20
Salt Lake City, Utah 84116-2948

[08-33-452-011-0000]
NORTHROP GRUMMAN GUIDANCE &
ELECTRONICS CO, INC
2211 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-331-010-0000]
RAWDA ELYA
257 N REDWOOD RD #14
Salt Lake City, Utah 84116

[08-33-401-001-6117]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-353-006-0000]
DREAM FOOD MARKET
1871 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-381-028-0000]
CHINA DELIGHT RESTAURANT
1704 W NORTH TEMPLE ST #C
Salt Lake City, Utah 84116

[08-33-401-001-6118]
Residents
300 N 2370 W #9-3
Salt Lake City, Utah 84116-2948

[15-03-126-004-0000]
TOC DISTRIBUTION INC
47 S ORANGE ST #B-6
Salt Lake City, Utah 84116

[08-34-382-008-0000]
ALICIA MARIA VIALPANDO
55 N REDWOOD RD
Salt Lake City, Utah 84116

[08-33-401-001-6120]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-382-008-0000]
ROSE PARK PEDIATRIC DENTISTRY PC
55 N REDWOOD RD #B
Salt Lake City, Utah 84116

[08-33-401-001-6036]
ASTRAL FLIGHT ACADEMY
337 N 2370 W
Salt Lake City, Utah 84116

[08-33-401-001-6121]
Residents
300 N 2370 W #9-6
Salt Lake City, Utah 84116-2948

[08-34-382-008-0000]
JENNIFER HERRERA
55 N REDWOOD RD #E
Salt Lake City, Utah 84116

[08-33-300-006-0000]
Residents
2445 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-2917

[08-33-401-001-6123]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-33-276-005-0000]
Residents
322 N 2200 W #REAR
Salt Lake City, Utah 84116

[08-33-401-001-6061]
Residents
300 N 2370 W #6-1
Salt Lake City, Utah 84116-2948

[08-33-401-001-6124]
Residents
300 N 2370 W #9-9
Salt Lake City, Utah 84116-2948

[08-33-401-001-6061]
Residents
300 N 2280 W #ROW 6
Salt Lake City, Utah 84116-2948

[08-33-401-001-6063]
Residents
300 N 2280 W #ROW 6
Salt Lake City, Utah 84116-2948

[08-33-401-001-6126]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-33-401-001-6062]
Residents
300 N 2370 W #6-2
Salt Lake City, Utah 84116-2948

[08-33-401-001-6066]
Residents
300 N 2370 W #6-7
Salt Lake City, Utah 84116-2948

[08-33-401-001-6127]
Residents
300 N 2370 W #9-12
Salt Lake City, Utah 84116-2948

[08-33-401-001-6066]
Residents
300 N 2280 W #ROW 6
Salt Lake City, Utah 84116-2948

[08-33-401-001-6068]
Residents
300 N 2280 W #ROW 6
Salt Lake City, Utah 84116-2948

[08-33-401-001-6129]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-33-401-001-6067]
Residents
300 N 2370 W #6-8
Salt Lake City, Utah 84116-2948

[08-33-401-001-6069]
Residents
300 N 2370 W #6-10
Salt Lake City, Utah 84116-2948

[08-33-401-001-6130]
Residents
300 N 2370 W #9-15
Salt Lake City, Utah 84116-2948

[08-33-401-001-6069]
Residents
300 N 2280 W #ROW 6
Salt Lake City, Utah 84116-2948

[08-33-401-001-6071]
Residents
300 N 2280 W #ROW 6
Salt Lake City, Utah 84116-2948

[08-33-401-001-6132]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-33-401-001-6070]
Residents
300 N 2370 W #6-11
Salt Lake City, Utah 84116-2948

[08-33-401-001-6072]
Residents
300 N 2370 W #6-13
Salt Lake City, Utah 84116-2948

[08-33-401-001-6133]
Residents
300 N 2370 W #9-18
Salt Lake City, Utah 84116-2948

[08-33-401-001-6072]
Residents
300 N 2280 W #ROW 6
Salt Lake City, Utah 84116-2948

[08-33-401-001-6074]
Residents
300 N 2280 W #ROW 6
Salt Lake City, Utah 84116-2948

[08-33-401-001-6135]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-33-401-001-6073]
Residents
300 N 2370 W #6-14
Salt Lake City, Utah 84116-2948

[08-33-401-001-6076]
Residents
300 N 2370 W #7-1
Salt Lake City, Utah 84116-2948

[08-33-401-001-6136]
Residents
300 N 2370 W #9-21
Salt Lake City, Utah 84116-2948

[08-33-401-001-6076]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-33-401-001-6078]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-33-401-001-6138]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-33-401-001-6077]
Residents
300 N 2370 W #7-2
Salt Lake City, Utah 84116-2948

[08-33-401-001-6079]
Residents
300 N 2370 W #7-4
Salt Lake City, Utah 84116-2948

[08-33-401-001-6139]
Residents
300 N 2370 W #9-24
Salt Lake City, Utah 84116-2948

[08-33-401-001-6079]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-33-401-001-6081]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-33-401-001-6141]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-33-401-001-6080]
Residents
300 N 2370 W #7-5
Salt Lake City, Utah 84116-2948

[08-33-401-001-6082]
Residents
300 N 2370 W #7-7
Salt Lake City, Utah 84116-2948

[08-33-401-001-6142]
Residents
300 N 2370 W #9-27
Salt Lake City, Utah 84116-2948

[08-33-401-001-6082]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-33-401-001-6084]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-33-401-001-6167]
Residents
300 N 2370 W #3-11
Salt Lake City, Utah 84116-2948

[08-33-401-001-6083]
Residents
300 N 2370 W #7-8
Salt Lake City, Utah 84116-2948

[08-33-401-001-6085]
Residents
300 N 2370 W #7-10
Salt Lake City, Utah 84116-2948

[08-33-426-001-0000]
Residents
370 N 2200 W
Salt Lake City, Utah 84116-2922

[08-34-326-007-0000]
Residents
1792 W NORTH STAR DR
Salt Lake City, Utah 84116-3022

[08-33-401-001-6085]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-33-478-012-0000]
Residents
2185 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-2912

[08-34-326-010-0000]
Residents
1768 W NORTH STAR DR
Salt Lake City, Utah 84116-3022

[08-33-401-001-6086]
Residents
300 N 2370 W #7-11
Salt Lake City, Utah 84116-2948

[08-34-155-013-0000]
Residents
1891 W NORTH STAR DR
Salt Lake City, Utah 84116-3056

[08-34-326-013-0000]
Residents
1744 W NORTH STAR DR
Salt Lake City, Utah 84116-3022

[08-33-401-001-6088]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-34-155-016-0000]
Residents
1885 W NORTH STAR DR
Salt Lake City, Utah 84116-3056

[08-34-326-016-0000]
Residents
1720 W NORTH STAR DR
Salt Lake City, Utah 84116-3022

[08-33-401-001-6089]
Residents
300 N 2370 W #7-14
Salt Lake City, Utah 84116-2948

[08-34-155-019-0000]
Residents
1879 W NORTH STAR DR
Salt Lake City, Utah 84116-3056

[08-34-327-004-0000]
Residents
279 N SILVER STAR DR
Salt Lake City, Utah 84116-3068

[08-33-401-001-6091]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-34-156-006-0000]
Residents
1886 W NORTH STAR DR
Salt Lake City, Utah 84116-3057

[08-34-327-007-0000]
Residents
257 N SILVER STAR DR
Salt Lake City, Utah 84116-3068

[08-33-401-001-6092]
Residents
300 N 2370 W #7-17
Salt Lake City, Utah 84116-2948

[08-34-156-009-0000]
Residents
1878 W NORTH STAR DR
Salt Lake City, Utah 84116-3057

[08-34-328-002-0000]
Residents
288 N SILVER STAR DR
Salt Lake City, Utah 84116-3036

[08-33-401-001-6094]
Residents
300 N 2260 W #ROW 7
Salt Lake City, Utah 84116-2948

[08-34-156-014-0000]
Residents
1855 W POLARIS WAY
Salt Lake City, Utah 84116-3032

[08-34-328-005-0000]
Residents
262 N SILVER STAR DR
Salt Lake City, Utah 84116-3036

[08-33-401-001-6095]
Residents
300 N 2370 W #7-20
Salt Lake City, Utah 84116-2948

[08-34-156-017-0000]
Residents
1849 W POLARIS WAY
Salt Lake City, Utah 84116-3032

[08-34-328-008-0000]
Residents
244 N SILVER STAR DR
Salt Lake City, Utah 84116-3036

[08-33-401-001-6097]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-34-157-003-0000]
Residents
1858 W POLARIS WAY
Salt Lake City, Utah 84116-3065

[08-34-328-011-0000]
Residents
1791 W NORTH STAR DR
Salt Lake City, Utah 84116-3021

[08-33-401-001-6098]
Residents
300 N 2370 W #8-3
Salt Lake City, Utah 84116-2948

[08-34-157-006-0000]
Residents
1852 W POLARIS WAY
Salt Lake City, Utah 84116-3065

[08-34-328-014-0000]
Residents
1803 W ALTAIR CIR
Salt Lake City, Utah 84116-3001

[08-33-401-001-6100]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-34-157-010-0000]
Residents
359 N STAR CREST DR
Salt Lake City, Utah 84116-0

[08-34-328-017-0000]
Residents
263 N NEW STAR DR
Salt Lake City, Utah 84116-3054

[08-33-401-001-6101]
Residents
300 N 2370 W #8-6
Salt Lake City, Utah 84116-2948

[08-34-178-002-0000]
Residents
374 N STAR CREST DR
Salt Lake City, Utah 84116-0

[08-34-329-001-0000]
Residents
1773 W NORTH STAR DR
Salt Lake City, Utah 84116-3021

[08-33-401-001-6103]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-34-178-006-0000]
Residents
342 N STAR CREST DR
Salt Lake City, Utah 84116-0

[08-34-329-004-0000]
Residents
272 N NEW STAR DR
Salt Lake City, Utah 84116-3060

[08-33-401-001-6104]
Residents
300 N 2370 W #8-9
Salt Lake City, Utah 84116-2948

[08-34-178-014-0000]
Residents
1816 W JENNIFER WAY
Salt Lake City, Utah 84116-3016

[08-34-329-007-0000]
Residents
248 N NEW STAR DR
Salt Lake City, Utah 84116-3060

[08-33-401-001-6106]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-34-178-017-0000]
Residents
369 N NEW STAR DR
Salt Lake City, Utah 84116-3048

[08-34-329-010-0000]
Residents
224 N NEW STAR DR
Salt Lake City, Utah 84116-3060

[08-33-401-001-6107]
Residents
300 N 2370 W #8-12
Salt Lake City, Utah 84116-2948

[08-34-178-021-0000]
Residents
1840 W JENNIFER WAY
Salt Lake City, Utah 84116-3016

[08-34-329-013-0000]
Residents
196 N NEW STAR DR
Salt Lake City, Utah 84116-3062

[08-33-401-001-6109]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-34-178-026-0000]
Residents
1795 W PATRICIA WAY
Salt Lake City, Utah 84116-3025

[08-34-329-016-0000]
Residents
275 N GEMINI DR
Salt Lake City, Utah 84116-3008

[08-33-401-001-6110]
Residents
300 N 2370 W #8-15
Salt Lake City, Utah 84116-2948

[08-34-178-031-0000]
Residents
1759 W PATRICIA WAY
Salt Lake City, Utah 84116-3025

[08-34-330-003-0000]
Residents
1815 W NEBULA WAY
Salt Lake City, Utah 84116-3017

[08-33-401-001-6112]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-34-179-001-0000]
Residents
1811 W JENNIFER WAY
Salt Lake City, Utah 84116-3015

[08-34-330-006-0000]
Residents
241 N SILVER STAR DR
Salt Lake City, Utah 84116-3035

[08-33-401-001-6113]
Residents
300 N 2370 W #8-18
Salt Lake City, Utah 84116-2948

[08-34-179-004-0000]
Residents
1837 W JENNIFER WAY
Salt Lake City, Utah 84116-3015

[08-34-330-009-0000]
Residents
1830 W ARIES CIR
Salt Lake City, Utah 84116-3002

[08-33-401-001-6115]
Residents
300 N 2240 W #ROW 8
Salt Lake City, Utah 84116-2948

[08-34-180-001-0000]
Residents
354 N NEW STAR DR
Salt Lake City, Utah 84116-3020

[08-34-330-012-0000]
Residents
1812 W ARIES CIR
Salt Lake City, Utah 84116-3002

[08-33-401-001-6116]
Residents
300 N 2370 W #9-1
Salt Lake City, Utah 84116-2948

[08-34-180-004-0000]
Residents
344 N NEW STAR DR
Salt Lake City, Utah 84116-3020

[08-34-330-015-0000]
Residents
211 N NEW STAR DR
Salt Lake City, Utah 84116-3054

[08-33-401-001-6118]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-181-005-0000]
Residents
368 N NEW STAR DR
Salt Lake City, Utah 84116-3053

[08-34-330-018-0000]
Residents
1819 W ARIES CIR
Salt Lake City, Utah 84116-3003

[08-33-401-001-6119]
Residents
300 N 2370 W #9-4
Salt Lake City, Utah 84116-2948

[08-34-181-008-0000]
Residents
1736 W JENNIFER WAY
Salt Lake City, Utah 84116-3014

[08-34-330-021-0000]
Residents
1795 W ARIES CIR
Salt Lake City, Utah 84116-3003

[08-33-401-001-6121]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-181-011-0000]
Residents
1718 W JENNIFER WAY
Salt Lake City, Utah 84116-3014

[08-34-331-002-0000]
Residents
1735 W NORTH STAR DR
Salt Lake City, Utah 84116-3021

[08-33-401-001-6122]
Residents
300 N 2370 W #9-7
Salt Lake City, Utah 84116-2948

[08-34-181-015-0000]
Residents
367 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-331-005-0000]
Residents
1713 W NORTH STAR DR
Salt Lake City, Utah 84116-3021

[08-33-401-001-6124]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-181-018-0000]
Residents
333 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-331-008-0000]
Residents
273 N REDWOOD RD
Salt Lake City, Utah 84116-3113

[08-33-401-001-6125]
Residents
300 N 2370 W #9-10
Salt Lake City, Utah 84116-2948

[08-34-181-021-0000]
Residents
315 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-352-014-0000]
Residents
150 N 1950 W
Salt Lake City, Utah 84116-3085

[08-33-401-001-6127]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-181-022-0000]
Residents
309 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-377-005-0000]
Residents
1848 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3045

[08-33-401-001-6128]
Residents
300 N 2370 W #9-13
Salt Lake City, Utah 84116-2948

[08-34-301-009-0000]
Residents
297 N TAURUS CIR
Salt Lake City, Utah 84116-3041

[15-03-101-012-0000]
Residents
80 S ORANGE ST #BLDG 2
Salt Lake City, Utah 84116-3066

[08-33-401-001-6130]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-301-012-0000]
Residents
292 N TAURUS CIR
Salt Lake City, Utah 84116-3041

[15-03-101-016-0000]
Residents
80 S ORANGE ST #BLDG 2
Salt Lake City, Utah 84116-3066

[08-33-401-001-6131]
Residents
300 N 2370 W #9-16
Salt Lake City, Utah 84116-2948

[08-34-301-016-0000]
Residents
1863 W NORTH STAR DR
Salt Lake City, Utah 84116-3055

[15-03-101-019-0000]
Residents
80 S ORANGE ST #NFF2
Salt Lake City, Utah 84116-3066

[08-33-401-001-6133]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-302-001-0000]
Residents
1872 W NORTH STAR DR
Salt Lake City, Utah 84116-3057

[08-34-353-025-0000]
Residents
41 N ORANGE ST
Salt Lake City, Utah 84116-3066

[08-33-401-001-6134]
Residents
300 N 2370 W #9-19
Salt Lake City, Utah 84116-2948

[08-34-302-004-0000]
Residents
321 N STAR CREST DR
Salt Lake City, Utah 84116-0

[08-33-476-011-0000]
Residents
224 N 2200 W
Salt Lake City, Utah 84116-2921

[08-33-401-001-6136]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-303-015-0000]
Residents
117 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-155-020-0000]
Residents
362 N DORALMA ST
Salt Lake City, Utah 84116-

[08-33-401-001-6137]
Residents
300 N 2370 W #9-22
Salt Lake City, Utah 84116-2948

[08-34-303-015-0000]
Residents
130 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-33-401-001-6175]
Residents
300 N 2370 W #6-6
Salt Lake City, Utah 84116-2948

[08-33-401-001-6139]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-303-015-0000]
Residents
140 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-33-401-001-6176]
Residents
300 N 2370 W #6-5
Salt Lake City, Utah 84116-2948

[08-33-401-001-6140]
Residents
300 N 2370 W #9-25
Salt Lake City, Utah 84116-2948

[08-34-303-015-0000]
Residents
149 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-33-401-001-2180]
Residents
280 N 2370 W
Salt Lake City, Utah 84116

[08-33-401-001-6142]
Residents
300 N 2220 W #ROW 9
Salt Lake City, Utah 84116-2948

[08-34-303-015-0000]
Residents
162 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-301-022-0000]
Residents
195 N 1950 W
Salt Lake City, Utah 84116

[08-33-401-001-6163]
Residents
300 N 2370 W #6-15
Salt Lake City, Utah 84116-2948

[08-34-303-015-0000]
Residents
170 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[15-03-101-025-0000]
Residents
1925 W NORTH TEMPLE ST #PARKNG
Salt Lake City, Utah 84116-3046

[08-33-426-001-0000]
Residents
322 N 2200 W
Salt Lake City, Utah 84116

[08-34-303-015-0000]
Residents
185 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-353-036-0000]
Residents
35 N ORANGE ST
Salt Lake City, Utah 84116-3066

[08-33-452-011-0000]
Residents
2211 W NORTH TEMPLE ST #BLDG D
Salt Lake City, Utah 84116-2914

[08-34-303-015-0000]
Residents
207 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-155-004-0000]
Residents
368 N DORALMA ST
Salt Lake City, Utah 84116

[08-34-303-015-0000]
Residents
224 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-328-006-0000]
Residents
254 N SILVER STAR DR
Salt Lake City, Utah 84116-3036

[08-34-155-015-0000]
Residents
1887 W NORTH STAR DR
Salt Lake City, Utah 84116-3056

[08-34-303-015-0000]
Residents
250 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-328-009-0000]
Residents
1807 W NORTH STAR DR
Salt Lake City, Utah 84116-3023

[08-34-155-018-0000]
Residents
1881 W NORTH STAR DR
Salt Lake City, Utah 84116-3056

[08-34-303-015-0000]
Residents
277 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-328-012-0000]
Residents
1788 W ALTAIR CIR
Salt Lake City, Utah 84116-3001

[08-34-156-005-0000]
Residents
1888 W NORTH STAR DR
Salt Lake City, Utah 84116-3057

[08-34-326-002-0000]
Residents
1826 W NORTH STAR DR
Salt Lake City, Utah 84116-3057

[08-34-328-015-0000]
Residents
1795 W ALTAIR CIR
Salt Lake City, Utah 84116-3001

[08-34-156-008-0000]
Residents
1880 W NORTH STAR DR
Salt Lake City, Utah 84116-3057

[08-34-326-005-0000]
Residents
1806 W NORTH STAR DR
Salt Lake City, Utah 84116-3024

[08-34-328-018-0000]
Residents
255 N NEW STAR DR
Salt Lake City, Utah 84116-3054

[08-34-156-013-0000]
Residents
1857 W POLARIS WAY
Salt Lake City, Utah 84116-3032

[08-34-326-008-0000]
Residents
1784 W NORTH STAR DR
Salt Lake City, Utah 84116-3022

[08-34-329-002-0000]
Residents
286 N NEW STAR DR
Salt Lake City, Utah 84116-3060

[08-34-156-016-0000]
Residents
1851 W POLARIS WAY
Salt Lake City, Utah 84116-3032

[08-34-326-011-0000]
Residents
1760 W NORTH STAR DR
Salt Lake City, Utah 84116-3022

[08-34-329-005-0000]
Residents
264 N NEW STAR DR
Salt Lake City, Utah 84116-3060

[08-34-156-019-0000]
Residents
1845 W POLARIS WAY
Salt Lake City, Utah 84116-3032

[08-34-326-014-0000]
Residents
1736 W NORTH STAR DR
Salt Lake City, Utah 84116-3022

[08-34-329-008-0000]
Residents
240 N NEW STAR DR
Salt Lake City, Utah 84116-3060

[08-34-157-005-0000]
Residents
1854 W POLARIS WAY
Salt Lake City, Utah 84116-3065

[08-34-327-002-0000]
Residents
1829 W NORTH STAR DR
Salt Lake City, Utah 84116-3055

[08-34-329-011-0000]
Residents
216 N NEW STAR DR
Salt Lake City, Utah 84116-3060

[08-34-157-009-0000]
Residents
367 N STAR CREST DR
Salt Lake City, Utah 84116-0

[08-34-327-005-0000]
Residents
271 N SILVER STAR DR
Salt Lake City, Utah 84116-3068

[08-34-329-014-0000]
Residents
1765 W NORTH STAR DR
Salt Lake City, Utah 84116-3021

[08-34-157-012-0000]
Residents
1846 W POLARIS WAY
Salt Lake City, Utah 84116-3065

[08-34-327-008-0000]
Residents
1830 W NEBULA WAY
Salt Lake City, Utah 84116-3018

[08-34-330-001-0000]
Residents
1841 W NEBULA WAY
Salt Lake City, Utah 84116-3017

[08-34-178-005-0000]
Residents
350 N STAR CREST DR
Salt Lake City, Utah 84116-0

[08-34-328-003-0000]
Residents
280 N SILVER STAR DR
Salt Lake City, Utah 84116-3036

[08-34-330-004-0000]
Residents
249 N SILVER STAR DR
Salt Lake City, Utah 84116-3035

[08-34-303-015-0000]
Residents
129 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-178-008-0000]
Residents
322 N STAR CREST DR
Salt Lake City, Utah 84116-0

[08-34-330-007-0000]
Residents
237 N SILVER STAR DR
Salt Lake City, Utah 84116-3035

[08-34-303-015-0000]
Residents
137 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-178-016-0000]
Residents
1800 W JENNIFER WAY
Salt Lake City, Utah 84116-3016

[08-34-330-010-0000]
Residents
1824 W ARIES CIR
Salt Lake City, Utah 84116-3002

[08-34-303-015-0000]
Residents
146 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-178-019-0000]
Residents
1830 W JENNIFER WAY
Salt Lake City, Utah 84116-3016

[08-34-330-013-0000]
Residents
1804 W ARIES CIR
Salt Lake City, Utah 84116-3002

[08-34-303-015-0000]
Residents
159 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-178-025-0000]
Residents
1801 W PATRICIA WAY
Salt Lake City, Utah 84116-3027

[08-34-330-016-0000]
Residents
1829 W ARIES CIR
Salt Lake City, Utah 84116-3003

[08-34-303-015-0000]
Residents
169 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-178-030-0000]
Residents
1765 W PATRICIA WAY
Salt Lake City, Utah 84116-3025

[08-34-330-019-0000]
Residents
1811 W ARIES CIR
Salt Lake City, Utah 84116-3003

[08-34-303-015-0000]
Residents
184 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-178-033-0000]
Residents
1747 W PATRICIA WAY
Salt Lake City, Utah 84116-3025

[08-34-330-022-0000]
Residents
195 N NEW STAR DR
Salt Lake City, Utah 84116-3061

[08-34-303-015-0000]
Residents
200 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-179-003-0000]
Residents
1791 W JENNIFER WAY
Salt Lake City, Utah 84116-3013

[08-34-331-003-0000]
Residents
1727 W NORTH STAR DR
Salt Lake City, Utah 84116-3021

[08-34-303-015-0000]
Residents
221 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-179-006-0000]
Residents
1790 W PATRICIA WAY
Salt Lake City, Utah 84116-3026

[08-34-331-006-0000]
Residents
1705 W NORTH STAR DR
Salt Lake City, Utah 84116-3021

[08-34-303-015-0000]
Residents
249 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-180-003-0000]
Residents
1745 W JENNIFER WAY
Salt Lake City, Utah 84116-3013

[08-34-331-010-0000]
Residents
257 N REDWOOD RD #BLDG 2
Salt Lake City, Utah 84116-3161

[08-34-303-015-0000]
Residents
264 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-180-006-0000]
Residents
1746 W PATRICIA WAY
Salt Lake City, Utah 84116-3026

[08-34-353-019-0000]
Residents
27 N ORANGE ST
Salt Lake City, Utah 84116-3066

[08-34-326-001-0000]
Residents
312 N STAR CREST DR
Salt Lake City, Utah 84116-0

[08-34-181-007-0000]
Residents
1746 W JENNIFER WAY
Salt Lake City, Utah 84116-3014

[08-34-382-003-0000]
Residents
1743 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3042

[08-34-326-004-0000]
Residents
1812 W NORTH STAR DR
Salt Lake City, Utah 84116-3024

[08-34-181-010-0000]
Residents
1728 W JENNIFER WAY
Salt Lake City, Utah 84116-3014

[15-03-101-012-0000]
Residents
80 S ORANGE ST #REAR
Salt Lake City, Utah 84116-3066

[08-33-401-001-6179]
Residents
250 N 2370 W
Salt Lake City, Utah 84116

[08-34-181-015-0000]
Residents
365 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[15-03-101-016-0000]
Residents
80 S ORANGE ST #NFF1
Salt Lake City, Utah 84116-3066

[08-34-301-022-0000]
Residents
250 N 1950 W
Salt Lake City, Utah 84116-

[08-34-181-018-0000]
Residents
331 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-33-401-001-2173]
Residents
2284 W 160 N
Salt Lake City, Utah 84116-

[08-33-451-003-6002]
Residents
2242 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-2919

[08-34-181-020-0000]
Residents
325 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-33-426-021-0000]
Residents
218 N 2200 W
Salt Lake City, Utah 84116-2921

[08-34-301-018-0000]
Residents
1845 W NORTH STAR DR
Salt Lake City, Utah 84116-3055

[08-34-181-022-0000]
Residents
307 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-303-017-0000]
Residents
210 N 1950 W
Salt Lake City, Utah 84116-3085

[08-34-302-003-0000]
Residents
1854 W NORTH STAR DR
Salt Lake City, Utah 84116-3057

[08-34-301-008-0000]
Residents
301 N TAURUS CIR
Salt Lake City, Utah 84116-3041

[08-34-353-032-0000]
Residents
1971 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3046

[08-34-303-015-0000]
Residents
111 N SUN ARBOR TER
Salt Lake City, Utah 84116-0

[08-34-301-011-0000]
Residents
290 N TAURUS CIR
Salt Lake City, Utah 84116-3041

[08-34-178-034-0000]
Residents
1817 W PATRICIA WAY
Salt Lake City, Utah 84116-3027

[08-34-301-014-0000]
Residents
306 N TAURUS CIR
Salt Lake City, Utah 84116-3041

[08-34-378-008-0000]
Residents
1785 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-35-455-001-0000]
SANDERSON, WILLIAM, JR & ROBERT W; TRS
2033 W NORTH LN #14
PHOENIX, AZ 85021-1900

[08-35-456-017-0000]
MARKS, DON H & ROCHELLE C; TRS
320 S SPALDING DR
BEVERLY HILLS, CA 90212

[08-35-405-007-0000]
MOYNIHAN, DAVID
60 TOURAN LANE
GOLETA, CA 93117

[08-35-457-018-0000]
ELAND DEVELOPMENT CORP
7700 IRVINE CTR DR #550
IRVINE, CA 92618

[08-35-428-032-0000]
FREE CHURCH OF TONGA IN AMERICA
47 N DELAWARE ST
SAN MATEO, CA 94401

[08-35-456-015-0000]
HILF-PAYARES PROPERTIES INC
PO BOX 1830
SAN PEDRO, CA 90733-1830

[08-35-477-013-0000]
DEATON INVESTMENTS INC
PO BOX 1169
REDLANDS, CA 92373-0381

[08-35-453-001-0000]
BAC HOME LOANS SERVICING LP
400 COUNTRYWIDE WY SV-35
SIMI VALLEY, CA 93065

[15-02-203-008-0000]
VIOLETTE, PETER R AKA CLARANCE W & ALANA
C; JT
1576 ELVADO DR WAY #6
SIMI VALLEY, CA 93065

[15-02-251-018-0000]
ENTROPY LLC
PO BOX 439060
SAN YSIDRO, CA 84110-1387

[08-35-454-013-0000]
DOS AMIGOS GSDUV
410 17TH ST #1175
DENVER, CO 80202-4439

[08-35-405-012-0000]
SECRETARY OF HOUSING AND URBAN
DEVELOPMENT
4500 CHERRY CREEK D #1070
GLENDALE, CO 73118

[08-35-477-001-0000]
KHACHATURYAN, SAMVEL
9638 SALUDA AVE
TUJUNGA, CA 91042

[08-35-452-008-0000]
DEUTSCHE BANK NATIONAL TRUST
COMPANY; TR
7301 BAYMEADOWS WAY
JACKSONVILLE, FL 32256

[15-02-204-004-0000]
EPC INTERNATIONAL LTD INC
1540 DAYLILY DR
TRINITY, FL 34655-4919

[08-35-426-002-0000]
FEDERAL NATIONAL MORTGAGE
ASSOCIATION
3900 WISCONSIN AVE
NW WASHINGTON, DC 20016

[08-35-458-019-0000]
US SPRINT COMMUNICATIONS CO LTD
PARTNERSHIP
PO BOX 12913
SHAWNEE MISSION, KS 66282

[15-02-501-029-0000]
DENVER & RIO GRANDE W RR CO
1700 FARNAM ST 10FL SOUTH
OMAHA, NE 68102-

[15-02-201-008-0000]
FREEMAN VENTURES, LLC
5156 W 3800 S
REXBURG, ID 83440

[08-35-478-011-0000]
CURRAN FAMILY LIMITED PARTNERSHIP
PO BOX 2307
GREAT FALLS, MT 59443

[08-35-454-002-0000]
PAY LESS DRUG STORES NORTHWEST INC
P O BOX 3165
HARRISBURGH, PA 17105-3165

[08-35-477-022-0000]
IBC SALES CORPORATION
PO BOX 419627
KANSAS CITY, MO 64141

[15-02-504-088-0000]
WESTERN PACIFIC RAILROAD CO
1400 DPIG;AS ST STP^ 1640
OMAHA, NE 68179

[15-02-229-009-0000]
DWENGER, LEONARD R
PO BOX 436
N SIOUX CITY, SD 57701-2683

[08-35-403-045-0000]
HAMILTON, PAUL F
64809 MCDERMOTT RD
DEER ISLAND, OR 97054-8205

[15-02-133-022-0000]
ARMITSTEAD, LYNN L
400 W WEST FIELD RD
ALPINE, UT 84004

[08-35-456-004-0000]
AGUAYO, CLARENCE V & VICTORIA R; JT
7962 S DAVINCI DR
COTTONWOOD HTS, UT 84121-5742

[08-35-456-029-0000]
ZIMMERLA, ARTHUR W; TR
134 CREEKGATE CT
MILLERSVILLE, PA 17551

[08-35-428-011-0000]
EQUITY PROPERTY MANAGEMENT
716 W 3500 S
BOUNTIFUL, UT 84010

[08-35-454-031-0000]
D & S NORTH TEMPLE, LC
3252 E SHELBY CT
COTTONWOOD HTS, UT 84121-3597

[08-35-451-024-0000]
SHAARAY PROPERTIES LLC
PO BOX 711
DALLAS, TX 75221

[15-02-203-038-0000]
PECK, GRAIG T
3424 S MEDFORD DR
BOUNTIFUL, UT 84010

[08-35-476-006-0000]
BONA DEA LLC
1192 E DRAPER PKWY #475
DRAPER, UT 84020

[08-35-458-013-0000]
U S B PROPERTIES INC
556 S 1200 E
BOUNTIFUL, UT 84010-

[08-35-456-013-0000]
REMIGI, J RONALD & LAURELEE S; TRS
3082 S 975 E
BOUNTIFUL, UT 84010

[15-01-103-003-0000]
MANZANARES, J. H. & SARAH C.
885 E ROCKY MOUTH LN
DRAPER, UT 84020-7604

[08-35-405-003-0000]
SMITH, SCOTT D & BARBARA A; JT
1182 E 1850 S
BOUNTIFUL, UT 84010-

[08-35-454-019-0000]
BROWNING, JOSIE K & BUSICO, DAVORKA K;
TC
3108 APPLEWOOD DR
BOUNTIFUL, UT 84010

[08-35-453-013-0000]
GREEN, RALPH H; TR
PO BOX 222
FOUNTAIN GREEN, UT 84632

[15-02-204-002-0000]
EZ CAR WASH LLC
990 S 500 W
BOUNTIFUL, UT 84010

[15-02-202-001-0000]
MORGAN SCOTT BUILDING LLC
2856 S WOOD HOLLOW WY
BOUNTIFUL, UT 84010-1238

[15-02-251-027-0000]
JANZEN, ROBERT G & OKEEFE, PATRICIA; TC
1724 E BUNKERHILL RD
HOLLADAY, UT 84117

[08-35-403-065-0000]
LOPEZ, DENISE
PO BOX 711370
COTTONWOOD HEIGHTS, UT 84171-1370

[08-35-403-038-0000]
VIERIG, CRAIG R
5695 S HIGHLAND DR
HOLLADAY, UT 84121-1349

[08-35-451-011-0000]
THE FORT LLC
317 N 'D' ST
SALT LAKE CITY, UT 84103-2747

[15-02-205-014-0000]
MAGANA, DANIEL S & DENICE; JT
13247 S BERRY PATCH CT
DRAPER, UT 84020-7702

[15-02-205-006-0000]
TUNNEL INVESTMENTS LLC
PO BOX 645
LEHI, UT 84043

[15-02-177-011-0000]
CHACON, SOLOMON L & SILVIA P; JT
945 E 100 S
SALT LAKE CITY, UT 84102-1406

[15-01-103-005-0000]
GALLEGOS, JOE O & MIERA, ANDY J SR; TC
885 E ROCKY MOUTH LN
DRAPER, UT 84020-7604

[08-35-406-013-0000]
JOB, CRYSTAL; TR
1042 FORT UNION BLVD #547
MIDVALE, UT 84047

[15-02-230-008-0000]
DUKES, JEFF
774 W 100 S
SALT LAKE CITY, UT 84104-1003

[08-35-476-003-0000]
WASHBURN, MEIEO C
708 KENSINGTON ST
FARMINGTON, UT 84025-4242

[08-35-454-025-0000]
TIMOTHY, GUY
810 E 4200 S
MURRAY, UT 84107-3041

[15-02-229-015-0000]
SCHMIDT, GERALD H & MARY A; JT
818 W 100 S
SALT LAKE CITY, UT 84104-1103

[08-35-403-041-0000]
OBRAV, RICK
5387 W VENETIA ST
HERRIMAN, UT 84096

[08-35-403-024-0000]
HARWARD, JORDON D
5362 S ALPINE DR
MURRAY, UT 84107-6004

[15-02-206-004-0000]
BARROWES, BRIDGETTE A & EDWARD C; JT
859 W 100 S
SALT LAKE CITY, UT 84104-1106

[15-02-234-017-0000]
R&R FIRST LLC
2917 E CASTO LN
HOLLADAY, UT 84117-7122

[08-35-453-004-0000]
SECURITYNATIONAL MORTGAGE COMPANY
5300 S GREEN ST
MURRAY, UT 84123

[15-02-202-023-0000]
MATTENA, LOUIS A & AMY; JT
946 W 100 S
SALT LAKE CITY, UT 84104-1108

[15-02-251-013-0000]
BUXTON, CORTNEY N
4958 S NANILOA DR
HOLLADAY, UT 84117-6431

[08-35-478-037-0000]
COTTONTREE PARTNERS LIMITED
PARTNERSHIP
1030 N 400 E
NORTH SALT LAKE, UT 84054

[15-02-203-002-0000]
RENTERIA, ROSA
969 W 100 S
SALT LAKE CITY, UT 84104-1109

[08-35-451-012-0000]
WU, LI TANG
104 E 6980 S
MIDVALE, UT 84047-1272

[15-02-133-015-0000]
BUSCH, A J & PETER G; TC
402 E SPRINGHILL CIR
NORTH SALT LAKE, UT 84054-1812

[08-35-455-005-0000]
HOWELL, CAROLYN A
48 N 1000 W
SALT LAKE CITY, UT 84116-3306

[08-35-477-011-0000]
TANNER, MYRLE F; TR
PO BOX 594
MONTICELLO, UT 84535-0594

[08-35-453-011-0000]
CROFTS HOLDINGS LLC
3020 CREEK RD
PARK CITY, UT 84098-4843

[08-35-451-006-0000]
HART, BRADLEY J
150 N 1000 W
SALT LAKE CITY, UT 84116-3308

[15-02-251-032-0000]
FIDLER, JEANNE C
4620 S 600 E
MURRAY, UT 84107

[08-35-451-002-0000]
NEVAREZ, BEATRIZ; ET AL
168 N 1000 W
SALT LAKE CITY, UT 84116-3308

[08-35-403-062-0000]
WRIGHT, JAMES L, JR & LORRAINE S (JT)
904 W 200 N
SALT LAKE CITY, UT 84116-3316

[08-36-353-018-0000]
CITY FRONT PARTNERS LLC
5295 S COMMERCE DR #175
MURRAY, UT 84107-4303

[08-35-403-069-0000]
JUAREZ, EUGENIA
222 N 1000 W
SALT LAKE CITY, UT 84116-3310

[08-35-403-059-0000]
AVILA, CLAUDIO M & TERESA C; JT
918 W 200 N
SALT LAKE CITY, UT 84116-3316

[15-02-202-008-0000]
PATTERSON, JAMES R; TR ET AL
1797 E GREY OAK CIR
MURRAY, UT 84121-6535

[08-35-403-015-0000]
EK, MELVIN B
260 N 1000 W
SALT LAKE CITY, UT 84116-3310

[08-35-452-001-0000]
DANG, THANH T
935 W 200 N
SALT LAKE CITY, UT 84116-3355

[08-35-478-036-0000]
COTTONTREE HOSPITALITY GROUP
PO BOX 540533
NORTH SALT LAKE, UT 84054

[15-02-203-042-0000]
ALVAREZ, GABRIEL & BRANDY; JT
117 S 1000 W
SALT LAKE CITY, UT 84104-1829

[08-35-403-054-0000]
HALL, DEVIN M & TALITHA J; JT
946 W 200 N
SALT LAKE CITY, UT 84116-3316

[15-02-230-010-0000]
SKR VENTURES LLC
855 E 315 S
OREM, UT 84097

[15-02-251-036-0000]
SMITH, STEPHEN A & BOKRYUN E; JT
165 S 1000 W
SALT LAKE CITY, UT 84104-1829

[08-35-451-013-0000]
IVERSON FAMILY LLC
963 W 200 N
SALT LAKE CITY, UT 84116-3355

[15-02-205-009-0000]
CALDER BROS. CO.
PO BOX 1903
PROVO, UT 84603-1903

[08-35-405-005-0000]
NEGRETE, ROSA D & CARDENAS, PATTY (JT)
328 N 1200 W
SALT LAKE CITY, UT 84116-2627

[15-02-203-022-0000]
FARHABG-BOROJENI, BEHROUZ
32 W 200 S #222
SALT LAKE CITY, UT 84101

[15-02-179-007-0000]
EVANS, EDWARD W & GLADYS R; TRS
11991 S 2240 W
RIVERTON, UT 84065-7570

[08-35-454-027-0000]
ROBINSON, DOUGLAS & BECKY; TC
104 N 1340 W
SALT LAKE CITY, UT 84116-3261

[15-02-232-024-0000]
HILL, EMMA D; TR
826 W 200 S
SALT LAKE CITY, UT 84104-1111

[08-35-457-006-0000]
RUCKER, DENISE D
2147 W RAINY BROOK CT
RIVERTON, UT 84065-7528

[08-35-476-010-0000]
BARNETT, ALAN
725 W 200 N
SALT LAKE CITY, UT 84116-3311

[15-02-206-016-0000]
BAUER, ROBERT C & WOODHEAD, MARY J; JT
880 W 200 S
SALT LAKE CITY, UT 84104-1114

[08-35-428-017-0000]
CATHOLIC DIOCESE OF SALT LAKE CITY REAL
ESTATE CORPORATION
27 N 'C' ST
SALT LAKE CITY, UT 84103-2302

[08-35-454-007-0000]
PARKER, DONNA
801 W 200 N
SALT LAKE CITY, UT 84116-3313

[08-35-428-033-0000]
BOARD OF EDUCATION OF SALT LAKE CITY
440 E 100 S
SALT LAKE CITY, UT 84111-1898

[08-35-426-003-0000]
FLEMING, ADAM
826 W 200 N
SALT LAKE CITY, UT 84116-3314

[15-02-251-028-0000]
ZENDEJAS, MOISES HERNANDEZ, MANUEL Z; JT
932 W 200 S
SALT LAKE CITY, UT 84104-1116

[08-35-406-015-0000]
SIMONS, DANIEL T & GINGER; JT
840 W 200 N
SALT LAKE CITY, UT 84116-3314

[15-01-103-010-0000]
PETAJA, DEAN C & SALVATION LTD,
SERVICE; TC
666 W 100 S
SALT LAKE CITY, UT 84104-1001

[15-02-251-024-0000]
LEWIS, OLIVER
948 W 200 S
SALT LAKE CITY, UT 84104-1116

[08-35-406-011-0000]
LASUO, PETER M & KETYBELU, MIHILA L; TC
866 W 200 N
SALT LAKE CITY, UT 84116-3314

[15-02-232-004-0000]
GARCIA, CRUZ; ET AL
815 W 100 S
SALT LAKE CITY, UT 84104-1142

[15-02-251-021-0000]
O'BRYAN, LISA
966 W 200 S
SALT LAKE CITY, UT 84104-1116

[15-02-206-005-0000]
FISCHER, BLAKE V
853 W 100 S
SALT LAKE CITY, UT 84104-1106

[15-02-178-024-0000]
JACKSON, SHANE
1024 W 200 S
SALT LAKE CITY, UT 84104-1804

[08-35-403-068-0000]
CENDEJAS, JAIME E
271 N 900 W
SALT LAKE CITY, UT 84116-3335

[15-02-206-003-0000]
WARREN, CURT D
864 W 100 S
SALT LAKE CITY, UT 84104-1107

[08-35-403-066-0000]
SKYLINE REAL ESTATE
3826 S 2300 E
SALT LAKE CITY, UT 84109-3423

[15-02-202-013-0000]
LA DIANA LLC
46 S 900 W
SALT LAKE CITY, UT 84104-1122

[15-02-203-006-0000]
MONDRAGAN, EUGENE J & GERALDINE M; JT
945 W 100 S
SALT LAKE CITY, UT 84104-1109

[08-35-428-015-0000]
GARCIA, EMILIO & ESPINOZA, AZUCENA; JT
737 W 300 N
SALT LAKE CITY, UT 84116-3317

[15-02-203-011-0000]
WESTONE PROPERTIES LLC
116 S 900 W
SALT LAKE CITY, UT 84104

[15-02-203-004-0000]
UNDERWOOD, FRANK & CATHERINE; JT
965 W 100 S
SALT LAKE CITY, UT 84104-1109

[08-35-426-004-0000]
BROWN, PAULINE & MORTON, RUSSELL J; JT
831 W 300 N
SALT LAKE CITY, UT 84116-3319

[15-02-178-018-0000]
D U COMPANY
53 W ANGELO AVE
SALT LAKE CITY, UT 84115-3719

[15-02-202-032-0000]
MATTENA, GEORGE T & PHYLLIS; JT
974 W 100 S
SALT LAKE CITY, UT 84104-1108

[08-35-426-022-0000]
BROWN, PAULINE & MORTON, RUSSELL J; JT
831 W 300 N
SALT LAKE CITY, UT 84116-3319

[15-02-251-023-0000]
PREMIER ROOFING, LLC
642 S CHEYENNE ST
SALT LAKE CITY, UT 84104-2605

[08-35-455-022-0000]
ALVAREZ, CARLOS
44 N 1000 W
SALT LAKE CITY, UT 84116-3306

[08-35-403-008-0000]
YANEZ, MUNIR & CONCEPCION G; JT
931 W 300 N
SALT LAKE CITY, UT 84116-3321

[08-35-456-009-0000]
NISH, TERRY E
28 N CHICAGO ST
SALT LAKE CITY, UT 84116-3338

[08-35-451-009-0000]
BRIGHT, BRADLEY D & SYLVIA I (JT)
140 N 1000 W
SALT LAKE CITY, UT 84116-3308

[08-35-403-005-0000]
BEEHIVE BAIL BONDS; ET AL
951 W 300 N
SALT LAKE CITY, UT 84116-3356

[08-35-455-019-0000]
WANLACE, ROBERT E & PARR-WANLACE, LILLIAN
M; JT
35 N CHICAGO ST
SALT LAKE CITY, UT 84116-3337

[08-35-451-007-0000]
MARTINEZ, ROBERT & ANNABELL; TC
144 N 1000 W
SALT LAKE CITY, UT 84116-3308

[08-35-478-026-0000]
CORNER PROPERTY
825 N 300 W #C160
SALT LAKE CITY, UT 84103-1428

[08-35-456-007-0000]
SEGURA, JUAN J
40 N CHICAGO ST
SALT LAKE CITY, UT 84116-3338

[08-35-451-004-0000]
GARCIA, MOISES
160 N 1000 W
SALT LAKE CITY, UT 84116-3308

[08-35-455-027-0000]
SNYDER, JERRY G
1234 E 4130 S
SALT LAKE CITY, UT 84124-1341

[08-35-456-006-0000]
MCGEE, SARAH Y & ELIZABETH S; JT
46 N CHICAGO ST
SALT LAKE CITY, UT 84116-3338

[08-35-403-022-0000]
THOMAS, HOWARD E & PIMENTAL, DIANNE;
TC
220 N 1000 W
SALT LAKE CITY, UT 84116-3310

[15-02-232-031-0000]
DAHM, MILDRED A
973 W 600 N
SALT LAKE CITY, UT 84116-2762

[08-35-455-013-0000]
RED DOOR INVESTMENTS LP
59 N CHICAGO ST
SALT LAKE CITY, UT 84116-3337

[08-35-403-016-0000]
RIVERA, JOSE L & PATRICIA B; TC
250 N 1000 W
SALT LAKE CITY, UT 84116-3310

[15-02-203-030-0000]
THE CHURCH OF TONGA (SIASI 'O TONGA) IN
UTAH
532 E 700 S
SALT LAKE CITY, UT 84102-3308

[08-35-403-029-0000]
ECKMAN, JOLLENE D
249 N CHICAGO ST
SALT LAKE CITY, UT 84116-3339

[08-35-403-013-0000]
RICO, JOSE & MARIA; JT
268 N 1000 W
SALT LAKE CITY, UT 84116-3310

[08-35-403-070-0000]
FIEFIA, TANIELA K
5220 W 700 S
SALT LAKE CITY, UT 84104-4416

[08-35-403-026-0000]
SAKARIA, CHRISTIAN & KALENA; JT
257 N CHICAGO ST
SALT LAKE CITY, UT 84116-3339

[15-02-251-035-0000]
QUIROS, OSVALDO & ALONSO, MARIA T; JT
163 S 1000 W
SALT LAKE CITY, UT 84104-1829

[08-35-476-029-0000]
FAJARDO, LUCAS S & AUGUSTA; JT
159 N 700 W
SALT LAKE CITY, UT 84116-3363

[15-02-179-009-0000]
SCHMIDT FAMILY HOLDING LC
3464 S CLEVELAND CIR
SALT LAKE CITY, UT 84109

[15-02-177-012-0000]
MARTINEZ, ELI D & SHIRLEY M; JT
240 S 1100 W
SALT LAKE CITY, UT 84104-1239

[08-35-476-013-0000]
CUNNINGHAM, GARY D
175 N 700 W
SALT LAKE CITY, UT 84116-3363

[15-02-229-014-0000]
BOYER, CRAIG L & MARGARET J; JT
3527 S CRESTWOOD DR
SALT LAKE CITY, UT 84109-3205

[08-35-403-002-0000]
VORMELKER, LEE E
1611 S 1300 W
SALT LAKE CITY, UT 84104-2945

[08-35-428-024-0000]
B, VIRGINIO T & SANTOS, LEONILA; JT
251 N 700 W
SALT LAKE CITY, UT 84116-3324

[15-02-178-011-0000]
BETHEL, DANNY J; TR
707 N DESOTO ST
SALT LAKE CITY, UT 84103

[08-35-476-011-0000]
AGUSTIN, FABIAN S
717 W 200 N
SALT LAKE CITY, UT 84116-3311

[08-35-478-008-0000]
AVILA, DORA
42 N 800 W
SALT LAKE CITY, UT 84116-3325

[15-02-133-029-0000]
BETHEL, DANNY J; TR
707 N DESOTO ST
SALT LAKE CITY, UT 84103

[08-35-476-002-0000]
WILLIAMS, GILBERT T
771 W 200 N
SALT LAKE CITY, UT 84116-3311

[08-35-476-015-0000]
SOLORIO, PEDRO A & VELASQUEZ, LORI A;
JT
170 N 800 W
SALT LAKE CITY, UT 84116-3359

[08-35-457-015-0000]
OLIVERA, HUGO H & ARTEAGA, ALFREDO; JT
830 W EMERIL AVE
SALT LAKE CITY, UT 84116-3342

[08-35-454-032-0000]
ROBINSON, DOUGLAS D & BECKY; JT
823 W 200 N
SALT LAKE CITY, UT 84116-3313

[08-35-426-019-0000]
DEVROOM, THOMAS E
213 N 800 W
SALT LAKE CITY, UT 84116-3329

[08-35-458-006-0000]
UBICO, RENEE R & FOWLER, AMY; JT
851 W EMERIL AVE
SALT LAKE CITY, UT 84116-3341

[08-35-406-019-0000]
NIELSEN, MICHAEL P JR & ELIZABETH M H; JT
834 W 200 N
SALT LAKE CITY, UT 84116-3314

[08-35-428-009-0000]
SUSO, JAMES; ET AL
226 N 800 W
SALT LAKE CITY, UT 84116-3330

[15-02-203-029-0000]
ROBLES, CAMILO
914 W EUCLID AVE
SALT LAKE CITY, UT 84104-1127

[08-35-406-012-0000]
SABINO, RODNEY S
862 W 200 N
SALT LAKE CITY, UT 84116-3314

[08-35-426-013-0000]
POOR, PATRICK M & POOR, TRACY L; TC
241 N 800 W
SALT LAKE CITY, UT 84116-3329

[15-02-203-036-0000]
CARDENAS, JUAN M
918 W EUCLID AVE
SALT LAKE CITY, UT 84104-1127

[08-35-406-009-0000]
CHEN, LI YIN & NGUYEN, PHONG T; JT
878 W 200 N
SALT LAKE CITY, UT 84116-3314

[08-35-426-011-0000]
HERNANDEZ, JOSE C & ROSA E; JT
251 N 800 W
SALT LAKE CITY, UT 84116-3329

[15-02-251-011-0000]
HEUSER, ANGELINA C
941 W EUCLID AVE
SALT LAKE CITY, UT 84104-1128

[08-35-403-060-0000]
VENEGAS, HORTENSIA & RUFINO; JT
914 W 200 N
SALT LAKE CITY, UT 84116-3316

[08-35-426-009-0000]
MAESTAS, SAM D
267 N 800 W
SALT LAKE CITY, UT 84116-3329

[15-02-203-018-0000]
VASQUEZ, JOSE A & VARGAS, MAYRA M; JT
950 W EUCLID AVE
SALT LAKE CITY, UT 84104-1127

[08-35-452-002-0000]
RIOYOS, FORTINO & RAMIREZ, ISABEL; JT
933 W 200 N
SALT LAKE CITY, UT 84116-3355

[08-35-426-007-0000]
DEY, INMA & ROBERT; JT
277 N 800 W
SALT LAKE CITY, UT 84116-3329

[15-02-251-006-0000]
YOUNG, RICHARD D & SHELLEY O; JT
967 W EUCLID AVE
SALT LAKE CITY, UT 84104-1128

[08-35-403-055-0000]
HERNANDEZ, FORTUNATO O & MENDOZA,
ANTONIA; JT
942 W 200 N
SALT LAKE CITY, UT 84116-3316

[15-02-229-007-0000]
NIELSON, JENNIELEAN
52 S 800 W
SALT LAKE CITY, UT 84104-1118

[15-02-178-016-0000]
BILLS, JESS A & ANN S; JT
1001 W EUCLID AVE
SALT LAKE CITY, UT 84104-1813

[08-35-403-052-0000]
JENSEN, LEROY & IVONNE; JT
958 W 200 N
SALT LAKE CITY, UT 84116-3316

[15-02-232-033-0000]
NAMAUU, GLADIOL & DONNA; JT
124 S 800 W
SALT LAKE CITY, UT 84104-1120

[15-02-178-013-0000]
LEPORE, FRED; LIFE ET AL
1019 W EUCLID AVE
SALT LAKE CITY, UT 84104-1813

[15-02-230-007-0000]
NAKAMURA, BLAKE
142 E 200 S #312
SALT LAKE CITY, UT 84111-1964

[15-02-232-021-0000]
LAMALFA, KYLE
150 S 800 W
SALT LAKE CITY, UT 84104-1120

[15-02-133-023-0000]
WARD, EUGENE T & CONNIE V
1034 W EUCLID AVE
SALT LAKE CITY, UT 84104-1812

[15-02-234-011-0000]
K M S LIMITED
728 W 200 S
SALT LAKE CITY, UT 84104-1006

[15-02-203-039-0000]
PECK, THOMAS H & BEVERLY A; TRS
1183 S 800 W
SALT LAKE CITY, UT 84104-1550

[15-02-178-008-0000]
LEPORE, DOROTHY V
1045 W EUCLID AVE
SALT LAKE CITY, UT 84104-1813

[15-02-206-029-0000]
ADAMS, JOY
864 W 200 S
SALT LAKE CITY, UT 84104-1114

[08-35-456-033-0000]
GORDON, STEVEN L & BRIDGET R; TRS
1 N 900 W
SALT LAKE CITY, UT 84116-3331

[15-02-178-006-0000]
BARTHOLIO, MICHAEL J
1053 W EUCLID AVE
SALT LAKE CITY, UT 84104-1813

[15-02-206-027-0000]
BAUER, ROBERT C & WOODHEAD, MARY J; JT
880 W 200 S
SALT LAKE CITY, UT 84104-1114

[08-35-453-014-0000]
TURNBOW, RICHARD B
149 N 900 W
SALT LAKE CITY, UT 84116-3333

[15-02-133-019-0000]
SHUNK, CLAUDIA F
1060 W EUCLID AVE
SALT LAKE CITY, UT 84104-1812

[15-02-251-029-0000]
CRUZ, JUAN L
930 W 200 S
SALT LAKE CITY, UT 84104-1116

[08-35-403-050-0000]
HERNANDEZ, ERNESTO A
217 N 900 W
SALT LAKE CITY, UT 84116-3335

[15-02-133-017-0000]
WILLIAMS, DOUGLAS S & KAREN; JT
1070 W EUCLID AVE
SALT LAKE CITY, UT 84104-1812

[15-02-251-025-0000]
MARTIN, JOSEPH R & KATHERINE A; JT
944 W 200 S
SALT LAKE CITY, UT 84104-1116

[08-35-406-003-0000]
MERTLICH, MATT
228 N 900 W
SALT LAKE CITY, UT 84116-3336

[15-02-202-004-0000]
SWANER PROPERTIES LLC
3459 S FLEETWOOD DR
SALT LAKE CITY, UT 84109-3284

[15-02-251-022-0000]
TAFOLLA, JOSE T
962 W 200 S
SALT LAKE CITY, UT 84104-1116

[08-35-406-021-0000]
NASR, ARAM
236 N 900 W
SALT LAKE CITY, UT 84116-3336

[15-02-202-034-0000]
KARPOS, VICTORIA
947 W FOLSOM AVE
SALT LAKE CITY, UT 84104-1130

[15-02-251-019-0000]
CASTANEDA, MARIO W
992 W 200 S
SALT LAKE CITY, UT 84104-1116

[08-35-405-013-0000]
ANDRUS, CHARLY & DENNIS M; TC
250 N 900 W
SALT LAKE CITY, UT 84116-3361

[08-35-405-015-0000]
TRAN, KIM H T
860 W HOYT PL
SALT LAKE CITY, UT 84116-3343

[15-02-178-022-0000]
GAMBILL, RICK
1030 W 200 S
SALT LAKE CITY, UT 84104-1804

[08-35-403-042-0000]
CASTRELLON, JESUS
259 N 900 W
SALT LAKE CITY, UT 84116-3335

[08-35-476-025-0000]
DE LEON, CECILIO B & URQUIZA, REYNA D L; JT
720 W JACKSON AVE
SALT LAKE CITY, UT 84116-3345

[08-35-428-020-0000]
PAHULU, SALEIMA
733 W 300 N
SALT LAKE CITY, UT 84116-3317

[08-35-477-009-0000]
ARMBRUST, ARNOLD J & JENI J; TC
737 W JACKSON AVE
SALT LAKE CITY, UT 84116-3344

[08-35-456-024-0000]
UTAH QUALITY SERVICE INC
1564 E CREST CIR
SANDY, UT 84093-2209

[08-35-428-012-0000]
YEADON, HOWARD W & ANDERSON, ELLEN L;
JT
765 W 300 N
SALT LAKE CITY, UT 84116-3317

[15-02-226-001-0000]
PURE WATER TECHNOLOGIES 1 LLC
11 S JEREMY ST
SALT LAKE CITY, UT 84104-1132

[15-02-204-006-0000]
BROSCHINSKY, JOSEPH L
1582 E PAULISTA WY
SANDY, UT 84093

[08-35-405-008-0000]
BROWN, PAULINE & MORTON, RUSSELL J; JT
831 W 300 N
SALT LAKE CITY, UT 84116-3319

[15-02-204-007-0000]
SCHOVAERS ELECTRONIC CORP
22 S JEREMY ST
SALT LAKE CITY, UT 84104-1131

[15-02-202-033-0000]
HARPER, TIMOTHY D & LEZLIE H; JT
11229 S BROOKE N LANCE LN
SOUTH JORDAN, UT 84095-4055

[08-35-405-006-0000]
HERRERA, SALLY R
841 W 300 N
SALT LAKE CITY, UT 84116-3319

[15-02-206-021-0000]
BERNARDINO, GLADYS O & LOPEZ,
ROBERTO; TC
148 S JEREMY ST
SALT LAKE CITY, UT 84104-1133

[08-36-351-033-0000]
SPYGLASS PROPERTIES, LLC
10421 S JORDAN GATE WAY
SOUTH JORDAN, UT 84095

[08-35-403-007-0000]
FERNANDEZ, JUAN A & RAYES; JT
933 W 300 N
SALT LAKE CITY, UT 84116-3321

[15-02-232-015-0000]
PEREZ, JOSE A
161 S JEREMY ST
SALT LAKE CITY, UT 84104-1134

[15-01-103-011-0000]
UTAH TRANSIT AUTHORITY
3600 S 700 W
SOUTH SALT LAKE, UT 84119-

[08-35-403-001-0000]
GAONA, JORGE A
977 W 300 N
SALT LAKE CITY, UT 84116-3356

[08-35-453-023-0000]
COOKE, DAVID M
148 N LAXON CT
SALT LAKE CITY, UT 84116-3346

[15-02-232-026-0000]
SWAYDAN, JAMES B & LORIE R (JT)
2959 S PALMETTO CIR
ST GEORGE, UT 84790

[15-01-103-013-0000]
H ORABELL BEESLEY
2150 E 3380 S
SALT LAKE CITY, UT 84109-2639

[08-35-452-006-0000]
STRATTON, JEREMIAH & SKYLER; TC
161 N LAXON CT
SALT LAKE CITY, UT 84116-3346

[15-02-229-002-0000]
SALAZAR, BOLIVAR & GUANUNA, NELSON; JT
5061 S 1130 W
TAYLORSVILLE, UT 84123-4417

[08-35-428-001-0000]
SALT LAKE NEIGHBORHOOD HOUSING
SERVICES INC
622 W 500 N
SALT LAKE CITY, UT 84116-3417

[08-35-454-030-0000]
MARTIN, DIANA C; TR
6205 S LORREEN DR
SALT LAKE CITY, UT 84121-2027

[08-35-453-022-0000]
ACORD, DEAN C & LORRAINE J; TRS (D&LA LIV
TR)
1730 W 4160 S
TAYLORSVILLE, UT 84119

[15-02-232-008-0000]
JEREMY STREET LLC
663 S 600 W
SALT LAKE CITY, UT 84101-1013

[08-35-478-012-0000]
ICON HOMES LLC
1225 S MONTGOMERY ST
SALT LAKE CITY, UT 84104-3340

[08-35-403-057-0000]
GAUMOND, RAYMOND M & BRENDA L; JT
2143 N 170 W
TOOELE, UT 84074-8205

[15-02-251-007-0000]
O'KEEFE, KELLY C
358 S 700 E #9-104
SALT LAKE CITY, UT 84102

[08-35-428-010-0000]
MONTROYA, REBECCA
1058 S NAVAJO ST
SALT LAKE CITY, UT 84104-2723

[15-02-232-034-0000]
SWAYDEN, JIM
2959 PALMETTO CIR
WASHINGTON, UT 84790-

[08-35-476-031-0000]
ORTIZ, EMILIO R & DELORES R; TRS
143 N 700 W
SALT LAKE CITY, UT 84116-3323

[08-35-477-014-0000]
MEETOO CORPORATION
754 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116-3352

[15-02-206-006-0000]
YOUTH INC
1136 W WINDFIELD CT
WEST JORDAN, UT 84088-8440

[08-35-476-030-0000]
LEE, JAKE
155 N 700 W
SALT LAKE CITY, UT 84116-3323

[08-35-478-004-0000]
REAGAN, WILLIAM K
1492 E PENROSE DR
SALT LAKE CITY, UT 84103-4467

[08-35-451-020-0000]
MC DONALD'S CORP
5650 W 4100 S #121
WEST VALLEY, UT 84128-6571

[08-35-476-027-0000]
MONTAGUE, DAVID L & CONNIE C; JT
169 N 700 W
SALT LAKE CITY, UT 84116-3363

[15-02-179-002-0000]
DEBERARD, CAL & DEBORAH; JT
1070 W PIERPONT AVE
SALT LAKE CITY, UT 84104-1224

[15-02-230-006-0000]
TRAN, ANDY HAI
3213 W BROOKWAY DR
WEST VALLEY, UT 84119-7039

[08-35-428-025-0000]
BURNETT, DANNIE W; TR
247 N 700 W
SALT LAKE CITY, UT 84116-3324

[15-02-201-004-0000]
HUBER & ROWLAND CONSTRUCTION CO.
PO BOX 16001
SALT LAKE CITY, UT 84116-0001

[08-35-452-004-0000]
FLEMING, ADAM
488 E THIRD AVE
SALT LAKE CITY, UT 84103-2967

[08-35-478-041-0000]
PATE, AARON J & AMANDA; JT
22 N 800 W
SALT LAKE CITY, UT 84116-3325

[08-35-405-002-0000]
TWISEDALE, JO ANN O & TOMMY M; TC
PO BOX 16915
SALT LAKE CITY, UT 84116-0915

[08-35-476-022-0000]
OLSEN, ROD B & JERI P; JT
488 E THIRD AVE
SALT LAKE CITY, UT 84103-2967

[08-35-478-007-0000]
BELMAN, MATTHEW B & SALLY J; TC
44 N 800 W
SALT LAKE CITY, UT 84116-3325

[15-02-205-013-0000]
ROBERTS, APRIL L
PO BOX 3041
SALT LAKE CITY, UT 84110-3041

[08-35-406-007-0000]
WILSON, HARVEY L & LEOLA W; TRS
185 N WESTTEMPLE ST #112
SALT LAKE CITY, UT 84103-1548

[08-35-476-016-0000]
CHRISTENSEN, LYNNA
164 N 800 W
SALT LAKE CITY, UT 84116-3359

[08-35-426-020-0000]
MIRACLE ROCK CHURCH
PO BOX 352
SALT LAKE CITY, UT 84110-0352

[08-35-458-011-0000]
EXCHANGE PROPERTIES INC
265 E 8880 S #4
SANDY, UT 84070-2307

[08-35-476-001-0000]
MC DANIEL, MATTHEW D & SHERI L; JT
174 N 800 W
SALT LAKE CITY, UT 84116-3359

[15-02-133-031-2000]
QUESTAR GAS COMPANY
PO BOX 45360
SALT LAKE CITY, UT 84145-0360

[08-35-456-023-0000]
BINCH, JOHN W & SHELLY E; JT
1564 E CREST CIR
SANDY, UT 84093-2209

[08-35-426-016-0000]
STORRS, JOHN G
223 N 800 W
SALT LAKE CITY, UT 84116-3329

[08-35-453-002-0000]
WORLD PEACE MOVEMENT OF AMERICA
PO BOX 510967
SALT LAKE CITY, UT 84151-0967

[15-02-230-009-0000]
FREEDOM INDEPENDANT, LLC
9004 S LINDFIELD CIR
SANDY, UT 84093-1897

[08-35-426-014-0000]
PORTER, ORSON T
235 N 800 W
SALT LAKE CITY, UT 84116-3329

[15-02-178-019-0000]
WORLD ENTERPRISES
PO BOX 65644
SALT LAKE CITY, UT 84165-0644

[08-35-403-018-0000]
REID, RONALD L
942 E WHITE PINE WY
SANDY, UT 84094-0253

[08-35-426-023-0000]
VARGAS, MARICRUZ L
247 N 800 W
SALT LAKE CITY, UT 84116-3329

[08-35-478-025-0000]
SONS OF A GUNN LC
738 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104-1135

[08-35-456-010-0000]
EDER, ROBERT A JR
11273 S JANALYNN DR
SOUTH JORDAN, UT 84095-2251

[08-35-428-036-0000]
LEMMON, LINDA J
273 N 800 W
SALT LAKE CITY, UT 84116-3330

[15-02-226-004-0000]
PARKER, BETTY J; ET AL
817 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104-1138

[08-35-405-010-0000]
SIPES, BILL
10241 S SPRINGCREST LN
SOUTH JORDAN, UT 84095-4500

[08-35-426-008-0000]
MAESTAS, MANUEL L & TERRY D; JT
273 N 800 W
SALT LAKE CITY, UT 84116-3329

[08-35-458-017-0000]
STURGILL, TERISA A
854 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104-1137

[08-35-456-036-0000]
Y-Z INVESTMENTS INC
52 E MILLER AVE
SOUTH SALT LAKE, UT 84115-3735

[15-02-230-005-0000]
FINAU, KAPUKAVA & TALANOVA; JT
49 S 800 W
SALT LAKE CITY, UT 84104-1119

[08-35-456-032-0000]
ANDREWS, RICKY L
920 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104-1140

[15-02-206-024-0000]
DAIR, PERRY; TR
4934 S 1470 W
TAYLORSVILLE, UT 84123-4361

[15-02-229-010-0000]
GIFFORD, MICHAEL
66 S 800 W
SALT LAKE CITY, UT 84104-1118

[08-35-403-058-0000]
BENNION, VERNA
3666 S STATE ST
SALT LAKE CITY, UT 84115-4848

[08-35-476-033-0000]
ORNELAS, BEATRICE M; TR
2045 W 4620 S
TAYLORSVILLE, UT 84119

[15-02-232-030-0000]
DAVIES, SHEILA A; ET AL
138 S 800 W
SALT LAKE CITY, UT 84104-1120

[08-35-476-008-0000]
OLSEN, JERI P & ROD B; JT
488 E THIRD AVE
SALT LAKE CITY, UT 84103-2967

[08-35-477-008-0000]
RKG ENTERPRISES LLC; ET AL
2672 W KAMAS DR
TAYLORSVILLE, UT 84118-2015

[08-35-478-043-0000]
HORNE, THOMAS B
367 W 900 N
SALT LAKE CITY, UT 84103-1424

[08-35-476-021-0000]
WRIGHT, DAVID T JR & SUSAN G; JT
2281 E ALTA CANYON DR
SANDY, UT 84093-1761

[15-02-229-017-0000]
STEELE, LARRY A; TR
PO BOX 1585
VERNAL, UT 84078

[08-35-454-020-0000]
ELJ GROWTH LLC
120 N 900 W
SALT LAKE CITY, UT 84116-3334

[15-02-202-036-0000]
SANCHEZ, ARGUIN & YOLANDA G; JT
5001 W 7730 S
WEST JORDAN, UT 84081-3627

[15-02-251-017-0000]
SILVER LAKE INVESTMETNS LLC
PO BOX 26693
SALT LAKE CITY, UT 84126-0693

[08-35-406-005-0000]
SERRANO, JOSE
216 N 900 W
SALT LAKE CITY, UT 84116-3336

[15-02-230-004-0000]
WALTERS, MILTON
PO BOX 462
WEST JORDAN, UT 84084-0462

[08-35-453-016-0000]
ALPHA & OMEGA COMMUNICATIONS LLC
PO BOX 352
SALT LAKE CITY, UT 84110-0352

[08-35-403-049-0000]
ORTEGA, ELIZABETH E
221 N 900 W
SALT LAKE CITY, UT 84116-3335

[08-35-451-010-0000]
COMMUNITY FINANCIAL SERVICES, INC
5650 W 4100 S #121
WEST VALLEY, UT 84128-6571

[15-02-205-007-0000]
ALLEN, DAVID B
PO BOX 510818
SALT LAKE CITY, UT 84151-0818

[08-35-406-020-0000]
WALKER, STEVEN W
234 N 900 W
SALT LAKE CITY, UT 84116-3336

[08-35-451-022-0000]
SKANKEY, RICHARD L & ROBERT L (TC)
5650 W 4100 S #121
WEST VALLEY, UT 84128-6571

[15-02-178-020-0000]
LATTER DAY CHURCH OF CHRIST
PO BOX 65644
SALT LAKE CITY, UT 84165-0644

[08-35-405-014-0000]
DEL RIO, EDWARD
246 N 900 W
SALT LAKE CITY, UT 84116-3361

[08-35-477-003-0000]
SWENSON, HARRY G & JANICE; TRS
3168 S PARK COMMONS WY
WEST VALLEY, UT 84120

[15-02-206-030-0000]
ERICKSON, HAROLD E; TR
1959 E RAMONA AVE
SALT LAKE CITY, UT 84108-3113

[08-35-403-043-0000]
HANSEN, DANIEL B & SHARANN P; JT
255 N 900 W
SALT LAKE CITY, UT 84116-3335

[08-35-454-009-0000]
JENSEN, RUSSELL L
697 W 1000 S
WOODS CROSS, UT 84087-1517

[08-35-455-004-0000]
TERASAWA, KAZUKO; ET AL
822 W SIMONDI AVE
SALT LAKE CITY, UT 84116-2753

[08-35-403-040-0000]
TRAN, TUAN
267 N 900 W
SALT LAKE CITY, UT 84116-3335

[15-02-206-009-0000]
HANSEN, VICKIE C
558 S 900 W
SALT LAKE CITY, UT 84104-1301

[08-35-478-014-0000]
SERVI-TECH INC
764 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104-1135

[15-02-201-010-0000]
RICK'S ENTERPRISES CORP
30 S 900 W
SALT LAKE CITY, UT 84104-1122

[08-35-403-017-0000]
MARTINEZ, MARIO
1535 S BRAVA ST
SALT LAKE CITY, UT 84104

[08-35-478-016-0000]
4 STEADY'S LLC
772 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104-1135

[15-02-206-013-0000]
MARTINEZ, MARTIN
57 S 900 W
SALT LAKE CITY, UT 84104-1123

[08-35-458-038-0000]
NISH, TERRY
28 N CHICAGO ST
SALT LAKE CITY, UT 84116-3338

[08-35-458-018-0000]
BRIGHT, LARRY D
844 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104-1137

[15-02-206-010-0000]
TRCA LLC
125 S 900 W
SALT LAKE CITY, UT 84104-1125

[08-35-455-018-0000]
METCALFE, AUSTIN E & KIMBERLY S; JT
39 N CHICAGO ST
SALT LAKE CITY, UT 84116-3337

[15-02-201-007-0000]
ELLIS, COLBY S
909 W SOUTHTEMPLE ST
SALT LAKE CITY, UT 84104-1141

[08-35-455-017-0000]
CAMPBELL, JOY F
41 N CHICAGO ST
SALT LAKE CITY, UT 84116-3337

[08-35-478-020-0000]
SALT LAKE COUNTY
2001 S STATE ST #N4500
SALT LAKE CITY, UT 84190-0002

[15-02-202-010-0000]
GOMEZ MANAGEMENT INC
927 W FOLSOM AVE
SALT LAKE CITY, UT 84104-1130

[08-35-456-005-0000]
VARGAS, GUSTAVO & DONOSO, MARIA L; JT
52 N CHICAGO ST
SALT LAKE CITY, UT 84116-3338

[15-02-203-025-0000]
RAMOS, ROLANDO R
922 W EUCLID AVE
SALT LAKE CITY, UT 84104-1127

[15-02-201-006-0000]
SCHAAF V PAUL & KAREN; TC
1140 E HARRISON AVE
SALT LAKE CITY, UT 84105-2532

[08-35-455-012-0000]
LEE, REITA T
69 N CHICAGO ST
SALT LAKE CITY, UT 84116-3337

[15-02-203-037-0000]
HAARBRINK, LARIE A
938 W EUCLID AVE
SALT LAKE CITY, UT 84104-1127

[08-35-458-007-0000]
EGBERT, ANGELA
3591 S HONEYCUT RD
SALT LAKE CITY, UT 84106-3813

[08-35-403-036-0000]
COLLINS, RUBY JO
252 N CHICAGO ST
SALT LAKE CITY, UT 84116-3340

[15-02-251-033-0000]
DRAIN, JOSEPHINE K
947 W EUCLID AVE
SALT LAKE CITY, UT 84104-1128

[08-35-405-017-0000]
FOSTER, EDWARD L & RICHARD L; TC
834 W HOYT PL
SALT LAKE CITY, UT 84116-3343

[08-35-403-033-0000]
TRUJILLO, EUSEBIO & RAMOS, ARACELI; JT
262 N CHICAGO ST
SALT LAKE CITY, UT 84116-3340

[15-02-203-016-0000]
TORREZ, TONY & BAUM, VANESSA; JT
958 W EUCLID AVE
SALT LAKE CITY, UT 84104-1127

[08-35-406-006-0000]
LEWIS, MEGAN L
859 W HOYT PL
SALT LAKE CITY, UT 84116-3343

[15-02-229-013-0000]
BOYER, CRAIG L & JALENE; JT
3527 S CRESTWOOD DR
SALT LAKE CITY, UT 84109-3205

[15-02-251-002-0000]
JOHNSON, JAMES F & AMBER R; JT
971 W EUCLID AVE
SALT LAKE CITY, UT 84104-1128

[08-35-457-021-0000]
KRUEGER INVESTMENT; ET AL
1150 E IRIS LN
SALT LAKE CITY, UT 84106-2460

[15-02-178-010-0000]
BETHEL, DANNY J; TR
707 N DESOTO ST
SALT LAKE CITY, UT 84103

[15-02-178-014-0000]
LEPORE, JOHN C & JENNIFER; JT
1013 W EUCLID AVE
SALT LAKE CITY, UT 84104-1813

[08-35-476-038-0000]
DALEY, JOHNNY
730 W JACKSON AVE
SALT LAKE CITY, UT 84116-3345

[15-02-133-028-0000]
BETHEL, DANNY J; TR
707 N DESOTO ST
SALT LAKE CITY, UT 84103

[15-02-133-025-0000]
TUAEFE, TUIA & FUIFUIKUELI B; JT
1026 W EUCLID AVE
SALT LAKE CITY, UT 84104-1812

[08-35-477-006-0000]
HYMER, TIMOTHY J
755 W JACKSON AVE
SALT LAKE CITY, UT 84116-3344

[08-35-458-036-0000]
CARN, THOMAS H & DOROTHY T; JT
1559 S DEVONSHIRE DR
SALT LAKE CITY, UT 84108-2552

[15-02-178-009-0000]
COOPER, MARY LOU; TR
1043 W EUCLID AVE
SALT LAKE CITY, UT 84104-1813

[15-02-232-007-0000]
VALDEZ, ANTONIO J & MELODY A; JT
121 S JEREMY ST
SALT LAKE CITY, UT 84104-1134

[08-35-457-016-0000]
TORRES, SANDRA L; ET AL
826 W EMERIL AVE
SALT LAKE CITY, UT 84116-3342

[15-02-133-021-0000]
FELSTED, BRANDON K & BENJAMIN K; JT
1048 W EUCLID AVE
SALT LAKE CITY, UT 84104-1812

[15-02-206-019-0000]
MARES, MANUEL
130 S JEREMY ST
SALT LAKE CITY, UT 84104-1133

[08-35-457-012-0000]
BURDETTE, DAVE G; ET AL
846 W EMERIL AVE #B
SALT LAKE CITY, UT 84116

[15-02-178-005-0000]
MORAN, PASCUAL G & LUNDSTROM, SONJA;
TC
1057 W EUCLID AVE
SALT LAKE CITY, UT 84104-1813

[15-02-232-012-0000]
HOLMES, KEVIN
145 S JEREMY ST
SALT LAKE CITY, UT 84104-1134

[08-35-458-005-0000]
COLON, MELINDA & JULIO A; JT
853 W EMERIL AVE
SALT LAKE CITY, UT 84116-3341

[15-02-178-004-0000]
O'KEEFE, KELLY
1063 W EUCLID AVE
SALT LAKE CITY, UT 84104-1813

[15-02-206-023-0000]
VIRTO, GABINO
152 S JEREMY ST
SALT LAKE CITY, UT 84104-1133

[08-35-458-004-0000]
CLAPP, JOHN D & CLARK, GEOFFREY; JT
857 W EMERIL AVE
SALT LAKE CITY, UT 84116-3341

[15-02-133-018-0000]
GROW, CURTIS J & STOVER, TROY E; JT
1068 W EUCLID AVE
SALT LAKE CITY, UT 84104-1812

[08-35-452-010-0000]
HUNT, RANDALL D & KAREN; JT
145 N LAXON CT
SALT LAKE CITY, UT 84116-3346

[15-02-251-016-0000]
GREENWAY, EDWIN
915 W EUCLID AVE
SALT LAKE CITY, UT 84104-1128

[15-02-205-012-0000]
CRAWFORD, THOMAS M & MARCIA D; JT
218 E FIRST AVE
SALT LAKE CITY, UT 84103-2342

[08-35-452-007-0000]
SCOTT, NATHANIEL S & SHELLY H; JT
157 N LAXON CT
SALT LAKE CITY, UT 84116-3346

[08-36-351-032-0000]
UTAH DEPARTMENT OF TRANSPORTATION
PO BOX 148420
SALT LAKE CITY, UT 84114-8420

[08-35-455-021-0000]
SALT LAKE CITY
PO BOX 145455
SALT LAKE CITY, UT 84114-5455

[08-35-452-005-0000]
BUSTAMANTE, MARIA L
165 N LAXON CT
SALT LAKE CITY, UT 84116-3346

[15-02-206-032-0000]
MARTINEZ, MARTIN
PO BOX 165092
SALT LAKE CITY, UT 84116-5092

[15-01-107-003-0000]
REDEVELOPMENT AGENCY OF SALT LAKE
CITY
PO BOX 145518
SALT LAKE CITY, UT 84114-5518

[08-35-456-031-0000]
Y-Z INVESTMENTS INC
52 E MILLER AVE
SALT LAKE CITY, UT 84115-3735

[15-02-179-003-0000]
RICHARDS, SULIA MAKI
1068 W PIERPONT AVE
SALT LAKE CITY, UT 84104-1224

[08-35-458-025-0000]
FOUR-TEN LLC
736 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116-3352

[08-35-403-004-0000]
CASSITY, GEORGE S
4336 S MULHOLLAND ST
SALT LAKE CITY, UT 84124-3841

[08-35-477-002-0000]
CONSOLIDATED LAWRENCE COMPANIES INC
PO BOX 11645
SALT LAKE CITY, UT 84147-0645

[15-02-203-003-0000]
GUZMAN, GEORGE & LINDA; JT
545 N OAKLEY ST
SALT LAKE CITY, UT 84116-2620

[08-35-451-014-0000]
CORP OF PRES BISHOP OF CH OF JC OF LDS
50 E NORTHTEMPLE #FL-22
SALT LAKE CITY, UT 84150

BAUER BOB PHOTOGRAPHY
880 W 200 S
Salt Lake City, Utah 84104

RADIO SHACK 4010
65 N 900 W
Salt Lake City, Utah 84116

SERVI TECH INC
764 W SOUTH TEMPLE ST
Salt Lake City, Utah 84104

BRIGHTON BANK
940 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

ARBOR CARE
872 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116

COLBY'S TIRE
909 W SOUTH TEMPLE ST
Salt Lake City, Utah 84104

CHECKER AUTO PARTS #4233
865 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

TROPHIES INC
831 W 100 S
Salt Lake City, Utah 84104

SUPERSPRA CAR WASH #4
15 S 900 W
Salt Lake City, Utah 84104

CROWN PLATING COMPANY INC
14 S JEREMY ST
Salt Lake City, Utah 84104

CYTOZYME LABORATORIES INC
134 S 700 W
Salt Lake City, Utah 84104

SCHOVAERS ELECTRONICS CORP
22 S JEREMY ST
Salt Lake City, Utah 84104

HUBER & ROWLAND
947 W SOUTH TEMPLE ST
Salt Lake City, Utah 84104

M-ONE SPECIALTIES, INC
974 W 100 S
Salt Lake City, Utah 84104

MIDTOWN MANOR
125 S 900 W
Salt Lake City, Utah 84104

MANE STATION THE
631 W NORTH TEMPLE ST #300
Salt Lake City, Utah 84116

PRINTCO
116 N 800 W
Salt Lake City, Utah 84116

E Z FIRE PRODUCTS
19 N 800 W
Salt Lake City, Utah 84116

RED HANGER CLEANERS #12
955 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

WESTERN FOOD SERVICE
945 W FOLSOM AVE
Salt Lake City, Utah 84104

UTAH NIPPO CORPORATION
52 N 1000 W
Salt Lake City, Utah 84116

FLASH GORDON TRANSMISSION & CL
1 N 900 W
Salt Lake City, Utah 84104

CENTURY CLEANING BARN
910 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

TABCO C D PRODUCTS INC
940 W 100 S
Salt Lake City, Utah 84104

SAVAGE SCAFFOLD & EQUIPMENT
728 W 200 S
Salt Lake City, Utah 84104

PAYLESS SHOESOURCE #704
973 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

HOWA CONSTRUCTION COMPANY
663 W 100 S
Salt Lake City, Utah 84104

ALLSTAR TRAVEL INN
754 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

RJH LTD
663 W 100 S
Salt Lake City, Utah 84104

H & R BLOCK TAX SERVICES INC
28 N 900 W
Salt Lake City, Utah 84116

AMERICAN RECOVERY SERVICE/ARS
47 N 800 W
Salt Lake City, Utah 84116

RICKS ENTERPRISES CORP
30 S 900 W
Salt Lake City, Utah 84104

[08-35-403-004-0000]
Residents
955 W 300 N
Salt Lake City, Utah 84116-3356

OUR LADY OF GUADALUPE
715 W 300 N
Salt Lake City, Utah 84116

KLEINPACEART
666 W 100 S
Salt Lake City, Utah 84104

[08-35-403-007-0000]
Residents
933 W 300 N
Salt Lake City, Utah 84116-3321

EAST SEA
120 N 900 W #110
Salt Lake City, Utah 84116

UTE CAR WASH
50 N 900 W
Salt Lake City, Utah 84116

[08-35-403-012-0000]
Residents
270 N 1000 W
Salt Lake City, Utah 84116-3310

RV SPECIALTIES, INC.
928 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116

RITE AID #6137
150 N 900 W
Salt Lake City, Utah 84116

[08-35-403-015-0000]
Residents
260 N 1000 W
Salt Lake City, Utah 84116-3310

UTAH QUALITY SERVICE INC
23 N 900 W
Salt Lake City, Utah 84116

AUTOCO
920 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116

[08-35-403-018-0000]
Residents
244 N 1000 W
Salt Lake City, Utah 84116-3310

CRAWFORDS
860 W 100 S
Salt Lake City, Utah 84104

YOUNG FINE ART STUDIO INC
967 W EUCLID AVE
Salt Lake City, Utah 84104

[08-35-403-022-0000]
Residents
220 N 1000 W
Salt Lake City, Utah 84116-3310

WESTERN BRINE SHRIMP INTERNATI
957 W SOUTH TEMPLE ST
Salt Lake City, Utah 84104

SANTA FE AUTO SERVICE
867 W EMERIL AVE
Salt Lake City, Utah 84116

[08-35-403-025-0000]
Residents
261 N CHICAGO ST
Salt Lake City, Utah 84116-3339

TAQUERIA Y POLLERIA EL REY
175 S 900 W
Salt Lake City, Utah 84104

ARTS PLACE
76 S 900 W
Salt Lake City, Utah 84104

[08-35-403-027-0000]
Residents
253 N CHICAGO ST
Salt Lake City, Utah 84116-3339

STRATEGIX PERFORMANCE, INC.
118 S 1000 W
Salt Lake City, Utah 84104

INTERSTATE BRANDS CORPORATION
708 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-35-403-033-0000]
Residents
262 N CHICAGO ST
Salt Lake City, Utah 84116-3340

ERICKSON HAROLD
848 W 200 S
Salt Lake City, Utah 84104

ORNELAS SILVERIO M
142 N 800 W
Salt Lake City, Utah 84116

[08-35-403-036-0000]
Residents
252 N CHICAGO ST
Salt Lake City, Utah 84116-3340

PET STOP VET CLINIC
44 N 800 W
Salt Lake City, Utah 84116

MCDONALDS
950 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-35-403-040-0000]
Residents
267 N 900 W
Salt Lake City, Utah 84116-3335

SMOKER FRIENDLY #402
824 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

WIENERSCHNITZEL #143/GRUNDMANN
805 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-35-403-043-0000]
Residents
255 N 900 W
Salt Lake City, Utah 84116-3335

EL SOL DE SAL LAKE EL PERIODIC
47 S 900 W
Salt Lake City, Utah 84104

DWB ENTERPRISES
247 N 700 W
Salt Lake City, Utah 84116

[08-35-403-046-0000]
Residents
239 N 900 W
Salt Lake City, Utah 84116-3335

JIFFY LUBE #2021
757 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

PLUMBING PLUS
919 W SOUTH TEMPLE ST
Salt Lake City, Utah 84104

[08-35-403-049-0000]
Residents
221 N 900 W
Salt Lake City, Utah 84116-3335

PREMIER ROOFING INC.
962 W 200 S
Salt Lake City, Utah 84104

UNION AUTO LLC
51 S JEREMY ST
Salt Lake City, Utah 84104

[08-35-403-052-0000]
Residents
958 W 200 N
Salt Lake City, Utah 84116-3316

MARBLECAST STATUE CO INC
947 W FOLSOM AVE
Salt Lake City, Utah 84104

JULIAS MEXICAN FOOD
51 S 1000 W
Salt Lake City, Utah 84104

[08-35-403-055-0000]
Residents
942 W 200 N
Salt Lake City, Utah 84116-3316

<p>LA DIANA TORTILLA FACTORY, INC 927 W FOLSOM AVE Salt Lake City, Utah 84104</p>	<p>CREACIONES PATRICIA 631 W NORTH TEMPLE ST #100 Salt Lake City, Utah 84116</p>	<p>[08-35-403-058-0000] Residents 924 W 200 N Salt Lake City, Utah 84116-3316</p>
<p>CONSONUS, INC. 118 S 1000 W Salt Lake City, Utah 84104</p>	<p>APG AUTO GLASS 49 S JEREMY ST Salt Lake City, Utah 84104</p>	<p>[08-35-403-061-0000] Residents 908 W 200 N Salt Lake City, Utah 84116-3316</p>
<p>EPC INTERNATIONAL LTD 25 S 900 W Salt Lake City, Utah 84104</p>	<p>LA DIANA MARKET 56 S 900 W Salt Lake City, Utah 84104</p>	<p>[08-35-403-068-0000] Residents 271 N 900 W Salt Lake City, Utah 84116-3335</p>
<p>AK & R WHIPPLE PLUMBING HEATING & A/C INC. 963 W FOLSOM AVE Salt Lake City, Utah 84104</p>	<p>WATCHEM INC. 940 W 100 S Salt Lake City, Utah 84104</p>	<p>[08-35-405-001-0000] Residents 875 W 300 N Salt Lake City, Utah 84116-3319</p>
<p>UTAH INTERNATIONAL HOSTEL LLC 50 S 800 W Salt Lake City, Utah 84104</p>	<p>JACKSON APARTMENTS 730 W JACKSON AVE Salt Lake City, Utah 84116</p>	<p>[08-35-405-004-0000] Residents 849 W 300 N Salt Lake City, Utah 84116-3319</p>
<p>BIG BEAR OF UTAH, PHANTOM FIREWORKS 150 N 900 W Salt Lake City, Utah 84116</p>	<p>L AUTO WORKS 42 S JEREMY ST Salt Lake City, Utah 84104</p>	<p>[08-35-405-004-0000] Residents 859 W 300 N Salt Lake City, Utah 84116-3319</p>
<p>LAWNGEVITY LC 930 W 100 S Salt Lake City, Utah 84104</p>	<p>STEADY DISTRIBUTING LLC 772 W SOUTH TEMPLE ST Salt Lake City, Utah 84116</p>	<p>[08-35-405-007-0000] Residents 837 W 300 N Salt Lake City, Utah 84116-3319</p>
<p>EL COMPADRE AUTO REPAIR 35 S 900 W Salt Lake City, Utah 84104</p>	<p>L & J AUTO LLC 963 W NORTH TEMPLE ST Salt Lake City, Utah 84116</p>	<p>[08-35-405-010-0000] Residents 266 N 900 W Salt Lake City, Utah 84116-3361</p>
<p>EXTREME CLEANING 727 W JACKSON AVE Salt Lake City, Utah 84116</p>	<p>PIZZA HUT - #745108 804 W NORTH TEMPLE ST Salt Lake City, Utah 84116</p>	<p>[08-35-405-013-0000] Residents 250 N 900 W Salt Lake City, Utah 84116-3361</p>
<p>FIRESTONE TIRE & SERVICE CENTER 875 W NORTH TEMPLE ST Salt Lake City, Utah 84116</p>	<p>CITIFRONT APARTMENTS 631 W NORTH TEMPLE ST Salt Lake City, Utah 84116</p>	<p>[08-35-405-016-0000] Residents 858 W HOYT PL Salt Lake City, Utah 84116-3343</p>

RANCHERITOS MEXICAN FOOD INC.
775 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[
IHC RICHARD J GALBRAITH NORTH TEMPLE
CLINIC
54 N 800 W
Salt Lake City, Utah 84116

[08-35-406-002-0000]
Residents
230 N 900 W
Salt Lake City, Utah 84116-3336

LEATHERBY'S FAMILY CREAMERY
735 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

ALEXANDER CLARK ENTERPRISES LLC
15 S JEREMY ST
Salt Lake City, Utah 84104

[08-35-406-005-0000]
Residents
216 N 900 W
Salt Lake City, Utah 84116-3336

7 ELEVEN STORE #24573A
960 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

FRESH MARKET
140 N 900 W
Salt Lake City, Utah 84116

[08-35-406-010-0000]
Residents
872 W 200 N
Salt Lake City, Utah 84116-3314

DOLLAR CENTER
915 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

DEBRA MACFARLANE
654 W 100 S
Salt Lake City, Utah 84104

[08-35-406-013-0000]
Residents
858 W 200 N
Salt Lake City, Utah 84116-3314

TACO EL RANCHERO
910 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

MAXI CLEANING SERVICES
727 W JACKSON AVE #B
Salt Lake City, Utah 84116

[08-35-406-018-0000]
Residents
834 W 200 N
Salt Lake City, Utah 84116-3314

Q INVESTMENTS
26 N 800 W
Salt Lake City, Utah 84116

HERLEY LEATHER & ATTIRE LLC
164 N LAXON CT
Salt Lake City, Utah 84116

[08-35-426-006-0000]
Residents
819 W 300 N
Salt Lake City, Utah 84116-3319

MARMALADE, LLC
663 W 100 S
Salt Lake City, Utah 84104

SANDRA R STEWART & MIKE ANDERSON
151 S 900 W
Salt Lake City, Utah 84104

[08-35-426-009-0000]
Residents
267 N 800 W
Salt Lake City, Utah 84116-3329

APARTMENT HOUSE
241 N 800 W
Salt Lake City, Utah 84116

DBA BY POPULAR DEMAND
22 S JEREMY ST
Salt Lake City, Utah 84104

[08-35-426-011-0000]
Residents
255 N 800 W
Salt Lake City, Utah 84116-3329

WEST SIDE GRIND
184 N 900 W
Salt Lake City, Utah 84116

COUNTRY BOYS
817 W SOUTH TEMPLE ST
Salt Lake City, Utah 84104

[08-35-426-015-0000]
Residents
229 N 800 W
Salt Lake City, Utah 84116-3329

GATEWAY INN
819 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

PURE WATER TECHNOLOGIES #1 LLC
11 S JEREMY ST
Salt Lake City, Utah 84104

[08-35-426-021-0000]
Residents
219 N 800 W
Salt Lake City, Utah 84116-3329

<p>GYPSY BODY WORK & DETAIL 35 S 900 W #C Salt Lake City, Utah 84104</p>	<p>LA DIANA LLC 46 S 900 W Salt Lake City, Utah 84104</p>	<p>[08-35-428-001-0000] Residents 272 N 800 W Salt Lake City, Utah 84116-3330</p>
<p>J & A FAMILY AUTO SERVICE 955 W FOLSOM AVE Salt Lake City, Utah 84104</p>	<p>FENIX AUTO INC. 57 S 900 W Salt Lake City, Utah 84104</p>	<p>[08-35-428-010-0000] Residents 224 N 800 W Salt Lake City, Utah 84116-3330</p>
<p>WADE REES REAL ESTATE LLC 803 W 100 S Salt Lake City, Utah 84104</p>	<p>MESTIZO COFFEHOUSE 631 W NORTH TEMPLE ST #700 Salt Lake City, Utah 84116</p>	<p>[08-35-428-012-0000] Residents 765 W 300 N Salt Lake City, Utah 84116-3317</p>
<p>GET WIRED 880 W 200 N Salt Lake City, Utah 84116</p>	<p>SPOTLESS OFFICES 915 W 200 N Salt Lake City, Utah 84116</p>	<p>[08-35-428-015-0000] Residents 737 W 300 N Salt Lake City, Utah 84116-3317</p>
<p>CHUNGAS RESTAURANT 180 S 900 W Salt Lake City, Utah 84104</p>	<p>RIOS AUTO REPAIR 25 S 1000 W #A5 Salt Lake City, Utah 84104</p>	<p>[08-35-428-024-0000] Residents 251 N 700 W Salt Lake City, Utah 84116-3324</p>
<p>SAVE AUTO SALES 905 W NORTH TEMPLE ST Salt Lake City, Utah 84116</p>	<p>MEHR THERAPEUTIC COUNSELING SERVICES PLLC 772 W SOUTH TEMPLE ST Salt Lake City, Utah 84116</p>	<p>[08-35-428-028-0000] Residents 750 W 200 N #BLDG 4 Salt Lake City, Utah 84116-3312</p>
<p>MANE STATION, THE 631 W NORTH TEMPLE ST Salt Lake City, Utah 84116</p>	<p>[08-35-403-002-0000] Residents 973 W 300 N Salt Lake City, Utah 84116-3356</p>	<p>[08-35-451-001-0000] Residents 172 N 1000 W Salt Lake City, Utah 84116-3308</p>
<p>FENIX AUTO SALES 57 S 900 W Salt Lake City, Utah 84104</p>	<p>[08-35-403-003-0000] Residents 961 W 300 N Salt Lake City, Utah 84116-3356</p>	<p>[08-35-451-003-0000] Residents 164 N 1000 W Salt Lake City, Utah 84116-3308</p>
<p>RICAS AUTO SHOP 25 S 1000 W #7 Salt Lake City, Utah 84104</p>	<p>[08-35-403-006-0000] Residents 949 W 300 N Salt Lake City, Utah 84116-3356</p>	<p>[08-35-451-006-0000] Residents 150 N 1000 W Salt Lake City, Utah 84116-3308</p>
<p>COMPLETE CLEANING TEAM THE 950 W EUCLID AVE Salt Lake City, Utah 84104</p>	<p>[08-35-403-011-0000] Residents 921 W 300 N Salt Lake City, Utah 84116-3321</p>	<p>[08-35-451-009-0000] Residents 136 N 1000 W Salt Lake City, Utah 84116-3334</p>

[08-35-403-001-0000]
Residents
977 W 300 N
Salt Lake City, Utah 84116-3356

[08-35-403-014-0000]
Residents
266 N 1000 W
Salt Lake City, Utah 84116-3310

[08-35-451-013-0000]
Residents
963 W 200 N
Salt Lake City, Utah 84116-3355

[08-35-403-017-0000]
Residents
248 N 1000 W
Salt Lake City, Utah 84116-3310

[08-35-452-003-0000]
Residents
921 W 200 N
Salt Lake City, Utah 84116-3355

[08-35-455-013-0000]
Residents
59 N CHICAGO ST
Salt Lake City, Utah 84116-3337

[08-35-403-020-0000]
Residents
228 N 1000 W
Salt Lake City, Utah 84116-3310

[08-35-452-006-0000]
Residents
161 N LAXON CT
Salt Lake City, Utah 84116-3346

[08-35-455-017-0000]
Residents
41 N CHICAGO ST
Salt Lake City, Utah 84116-3337

[08-35-403-024-0000]
Residents
204 N 1000 W
Salt Lake City, Utah 84116-3310

[08-35-452-009-0000]
Residents
149 N LAXON CT
Salt Lake City, Utah 84116-3346

[08-35-455-020-0000]
Residents
27 N CHICAGO ST
Salt Lake City, Utah 84116-3337

[08-35-403-026-0000]
Residents
257 N CHICAGO ST
Salt Lake City, Utah 84116-3339

[08-35-453-010-0000]
Residents
173 N 900 W
Salt Lake City, Utah 84116-3333

[08-35-456-004-0000]
Residents
56 N CHICAGO ST
Salt Lake City, Utah 84116-3338

[08-35-403-032-0000]
Residents
264 N CHICAGO ST
Salt Lake City, Utah 84116-3340

[08-35-453-013-0000]
Residents
153 N 900 W
Salt Lake City, Utah 84116-3333

[08-35-456-007-0000]
Residents
40 N CHICAGO ST
Salt Lake City, Utah 84116-3338

[08-35-403-035-0000]
Residents
258 N CHICAGO ST
Salt Lake City, Utah 84116-3340

[08-35-453-016-0000]
Residents
137 N 900 W
Salt Lake City, Utah 84116-3333

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Residents
30 N CHICAGO ST
Salt Lake City, Utah 84116-3338

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Residents
279 N 900 W
Salt Lake City, Utah 84116-3335

[08-35-454-006-0000]
Residents
815 W 200 N
Salt Lake City, Utah 84116-3313

[08-35-456-022-0000]
Residents
37 N 900 W
Salt Lake City, Utah 84116-3331

[08-35-403-042-0000]
Residents
259 N 900 W
Salt Lake City, Utah 84116-3335

[08-35-454-009-0000]
Residents
163 N 800 W
Salt Lake City, Utah 84116-3358

[08-35-456-032-0000]
Residents
912 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116-1140

[08-35-403-045-0000]
Residents
247 N 900 W
Salt Lake City, Utah 84116-3335

[08-35-454-020-0000]
Residents
110 N 900 W
Salt Lake City, Utah 84116-3348

[08-35-457-011-0000]
Residents
856 W EMERIL AVE
Salt Lake City, Utah 84116-3342

[08-35-403-048-0000]
Residents
231 N 900 W
Salt Lake City, Utah 84116-3335

[08-35-454-020-0000]
Residents
122 N 900 W
Salt Lake City, Utah 84116-3334

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Residents
826 W EMERIL AVE
Salt Lake City, Utah 84116-3342

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Residents
966 W 200 N
Salt Lake City, Utah 84116-3316

[08-35-454-026-0000]
Residents
155 N 800 W
Salt Lake City, Utah 84116-3358

[08-35-457-021-0000]
Residents
819 W NORTH TEMPLE ST #REAR
Salt Lake City, Utah 84116-3347

[08-35-403-054-0000]
Residents
946 W 200 N
Salt Lake City, Utah 84116-3316

[08-35-458-005-0000]
Residents
853 W EMERIL AVE
Salt Lake City, Utah 84116-3341

[08-35-476-023-0000]
Residents
738 W JACKSON AVE
Salt Lake City, Utah 84116-3345

[08-35-403-057-0000]
Residents
930 W 200 N
Salt Lake City, Utah 84116-3316

[08-35-458-008-0000]
Residents
853 W EMERIL AVE #NFF1
Salt Lake City, Utah 84116-3341

[08-35-476-027-0000]
Residents
169 N 700 W
Salt Lake City, Utah 84116-3363

[08-35-403-060-0000]
Residents
914 W 200 N
Salt Lake City, Utah 84116-3316

[08-35-458-012-0000]
Residents
819 W EMERIL AVE
Salt Lake City, Utah 84116-3341

[08-35-476-029-0000]
Residents
161 N 700 W
Salt Lake City, Utah 84116-3363

[08-35-403-065-0000]
Residents
233 N CHICAGO ST
Salt Lake City, Utah 84116-3339

[08-35-458-017-0000]
Residents
854 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116-1137

[08-35-477-002-0000]
Residents
134 N 800 W
Salt Lake City, Utah 84116-3328

[08-35-405-001-0000]
Residents
871 W 300 N
Salt Lake City, Utah 84116-3319

[08-35-458-019-0000]
Residents
840 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116-1137

[08-35-477-005-0000]
Residents
759 W JACKSON AVE
Salt Lake City, Utah 84116-3344

[08-35-405-003-0000]
Residents
861 W 300 N
Salt Lake City, Utah 84116-3319

[08-35-458-033-0000]
Residents
890 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116-1137

[08-35-477-007-0000]
Residents
745 W JACKSON AVE
Salt Lake City, Utah 84116-3344

[08-35-405-004-0000]
Residents
853 W 300 N
Salt Lake City, Utah 84116-3319

[08-35-476-003-0000]
Residents
763 W 200 N
Salt Lake City, Utah 84116

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Residents
737 W JACKSON AVE
Salt Lake City, Utah 84116-3344

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Residents
841 W 300 N
Salt Lake City, Utah 84116-3319

[08-35-476-006-0000]
Residents
751 W 200 N
Salt Lake City, Utah 84116-3311

[08-35-477-014-0000]
Residents
768 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3352

[08-35-405-009-0000]
Residents
831 W 300 N
Salt Lake City, Utah 84116-3319

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Residents
733 W 200 N
Salt Lake City, Utah 84116-3311

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Residents
40 N 800 W
Salt Lake City, Utah 84116-3326

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Residents
258 N 900 W
Salt Lake City, Utah 84116-3361

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Residents
717 W 200 N
Salt Lake City, Utah 84116-3311

[08-35-478-040-0000]
Residents
754 W SOUTH TEMPLE ST
Salt Lake City, Utah 84104-1135

[08-35-405-015-0000]
Residents
860 W HOYT PL
Salt Lake City, Utah 84116-3343

[08-35-476-016-0000]
Residents
164 N 800 W
Salt Lake City, Utah 84116-3359

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Residents
90 S 1000 W #A
Salt Lake City, Utah 84104-1802

[08-35-405-019-0000]
Residents
824 W HOYT PL
Salt Lake City, Utah 84116-3343

[15-02-132-001-0000]
Residents
90 S 1000 W #WELD
Salt Lake City, Utah 84104-1802

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Residents
1046 W 200 S
Salt Lake City, Utah 84104-1804

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Residents
220 N 900 W
Salt Lake City, Utah 84116-3336

[15-02-133-016-0000]
Residents
1074 W EUCLID AVE
Salt Lake City, Utah 84104-1812

[15-02-178-024-0000]
Residents
1024 W 200 S
Salt Lake City, Utah 84104-1804

[08-35-406-009-0000]
Residents
878 W 200 N
Salt Lake City, Utah 84116-3314

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Residents
1060 W EUCLID AVE
Salt Lake City, Utah 84104-1812

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Residents
1068 W PIERPONT AVE
Salt Lake City, Utah 84104-1224

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862 W 200 N
Salt Lake City, Utah 84116-3314

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Residents
1044 W EUCLID AVE
Salt Lake City, Utah 84104-1812

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Residents
1064 W PIERPONT AVE
Salt Lake City, Utah 84104-1224

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840 W 200 N
Salt Lake City, Utah 84116-3314

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Residents
1034 W EUCLID AVE
Salt Lake City, Utah 84104-1812

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Residents
15 S 1000 W
Salt Lake City, Utah 84104-1825

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Residents
821 W 300 N
Salt Lake City, Utah 84116-3319

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1018 W EUCLID AVE
Salt Lake City, Utah 84104-1812

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Residents
3 S 1000 W
Salt Lake City, Utah 84104-1825

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Residents
273 N 800 W
Salt Lake City, Utah 84116-3329

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Residents
232 S 1100 W
Salt Lake City, Utah 84104-1269

[15-02-201-006-0000]
Residents
923 W SOUTH TEMPLE ST
Salt Lake City, Utah 84104-1141

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Residents
235 N 800 W
Salt Lake City, Utah 84116-3329

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1057 W EUCLID AVE
Salt Lake City, Utah 84104-1813

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47 S 1000 W
Salt Lake City, Utah 84104-1826

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235 N 800 W
Salt Lake City, Utah 84116-3329

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Residents
1045 W EUCLID AVE
Salt Lake City, Utah 84104-1813

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Residents
957 W FOLSOM AVE
Salt Lake City, Utah 84104-1130

[08-35-426-020-0000]
Residents
810 W 200 N
Salt Lake City, Utah 84116-3314

[15-02-178-012-0000]
Residents
1021 W EUCLID AVE
Salt Lake City, Utah 84104-1813

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Residents
946 W 100 S
Salt Lake City, Utah 84104-1108

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247 N 800 W
Salt Lake City, Utah 84116-3329

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1007 W EUCLID AVE
Salt Lake City, Utah 84104-1813

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Residents
965 W 100 S
Salt Lake City, Utah 84104-1109

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Residents
222 N 800 W
Salt Lake City, Utah 84116-3330

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Residents
935 W 100 S
Salt Lake City, Utah 84104-1109

Residents
168 S JEREMY ST
Salt Lake City, Utah 84104-1133

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Residents
220 N 800 W
Salt Lake City, Utah 84116-3330

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Residents
974 W EUCLID AVE
Salt Lake City, Utah 84104-1127

Residents
51 S JEREMY ST #REAR
Salt Lake City, Utah 84104-1132

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Residents
741 W 300 N
Salt Lake City, Utah 84116-3317

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942 W EUCLID AVE
Salt Lake City, Utah 84104-1127

Residents
66 S 800 W
Salt Lake City, Utah 84104-1118

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Residents
257 N 700 W
Salt Lake City, Utah 84116-3324

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Residents
914 W EUCLID AVE
Salt Lake City, Utah 84104-1127

Residents
812 W 100 S
Salt Lake City, Utah 84104-1103

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Residents
750 W 200 N #BLDG 2
Salt Lake City, Utah 84116-3312

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Residents
918 W EUCLID AVE
Salt Lake City, Utah 84104-1127

Residents
806 W 100 S
Salt Lake City, Utah 84104-1103

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Residents
170 N 1000 W
Salt Lake City, Utah 84116-3308

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Residents
48 S JEREMY ST
Salt Lake City, Utah 84104-1131

Residents
46 S 800 W
Salt Lake City, Utah 84104

[08-35-451-003-0000]
Residents
162 N 1000 W
Salt Lake City, Utah 84116-3308

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Residents
872 W 100 S
Salt Lake City, Utah 84104-1107

Residents
45 S 800 W
Salt Lake City, Utah 84104-1119

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154 N 1000 W
Salt Lake City, Utah 84116-3308

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863 W 100 S
Salt Lake City, Utah 84104-1106

Residents
59 S 800 W
Salt Lake City, Utah 84104-1119

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Residents
140 N 1000 W
Salt Lake City, Utah 84116-3308

Residents
845 W 100 S
Salt Lake City, Utah 84104-1106

Residents
49 S 800 W
Salt Lake City, Utah 84104-1119

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Residents
116 N 1000 W
Salt Lake City, Utah 84116-3308

Residents
130 S JEREMY ST
Salt Lake City, Utah 84104-1133

Residents
776 W 100 S
Salt Lake City, Utah 84104-1003

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Residents
935 W 200 N
Salt Lake City, Utah 84116-3355

Residents
150 S JEREMY ST
Salt Lake City, Utah 84104-1133

Residents
770 W 100 S
Salt Lake City, Utah 84104-1003

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Residents
165 N LAXON CT
Salt Lake City, Utah 84116-3346

Residents
164 S JEREMY ST
Salt Lake City, Utah 84104-1133

Residents
815 W 100 S
Salt Lake City, Utah 84104-1142

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Residents
153 N LAXON CT
Salt Lake City, Utah 84116-3346

Residents
123 S JEREMY ST
Salt Lake City, Utah 84104-1134

Residents
901 W EUCLID AVE
Salt Lake City, Utah 84104-1128

[08-35-453-004-0000]
Residents
156 N LAXON CT
Salt Lake City, Utah 84116-3346

Residents
139 S JEREMY ST
Salt Lake City, Utah 84104-1134

Residents
970 W 200 S
Salt Lake City, Utah 84104-1116

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Residents
159 N 900 W
Salt Lake City, Utah 84116-3333

Residents
151 S JEREMY ST
Salt Lake City, Utah 84104-1134

Residents
948 W 200 S
Salt Lake City, Utah 84104-1116

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Residents
145 N 900 W
Salt Lake City, Utah 84116-3333

Residents
124 S 800 W
Salt Lake City, Utah 84104-1120

Residents
934 W 200 S
Salt Lake City, Utah 84104-1116

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Residents
827 W 200 N
Salt Lake City, Utah 84116-3313

Residents
150 S 800 W
Salt Lake City, Utah 84104-1120

Residents
930 W 200 S
Salt Lake City, Utah 84104-1116

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Residents
173 N 800 W
Salt Lake City, Utah 84116-3358

Residents
820 W 200 S
Salt Lake City, Utah 84104-1111

Residents
947 W EUCLID AVE
Salt Lake City, Utah 84104-1128

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Residents
145 N 800 W
Salt Lake City, Utah 84116-3358

Residents
957 W EUCLID AVE
Salt Lake City, Utah 84104-1128

Residents
938 W EUCLID AVE
Salt Lake City, Utah 84104-1127

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Residents
118 N 900 W
Salt Lake City, Utah 84116-3334

Residents
931 W EUCLID AVE
Salt Lake City, Utah 84104-1128

Residents
222 N 1000 W
Salt Lake City, Utah 84116

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Residents
153 N 800 W
Salt Lake City, Utah 84116-3358

Residents
919 W EUCLID AVE
Salt Lake City, Utah 84104-1128

Residents
234 N 900 W
Salt Lake City, Utah 84116-3336

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Residents
69 N CHICAGO ST
Salt Lake City, Utah 84116-3337

Residents
162 S 900 W
Salt Lake City, Utah 84104-1126

Residents
838 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3348

[08-35-455-015-0000]
Residents
51 N CHICAGO ST
Salt Lake City, Utah 84116-3337

Residents
146 N 800 W
Salt Lake City, Utah 84116-3328

Residents
62 N 1000 W
Salt Lake City, Utah 84116-3306

[08-35-455-019-0000]
Residents
35 N CHICAGO ST
Salt Lake City, Utah 84116-3337

Residents
756 W JACKSON AVE
Salt Lake City, Utah 84116-3345

Residents
1065 W EUCLID AVE
Salt Lake City, Utah 84104

[08-35-456-003-0000]
Residents
62 N CHICAGO ST
Salt Lake City, Utah 84116-3338

Residents
922 W 100 S
Salt Lake City, Utah 84104-1108

Residents
148 N LAXON CT
Salt Lake City, Utah 84116-3346

[08-35-456-006-0000]
Residents
46 N CHICAGO ST
Salt Lake City, Utah 84116-3338

Residents
968 W EUCLID AVE
Salt Lake City, Utah 84104

Residents
154 N 800 W
Salt Lake City, Utah 84116-3328

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Residents
36 N CHICAGO ST
Salt Lake City, Utah 84116-3338

Residents
923 W 300 N
Salt Lake City, Utah 84116-3321

Residents
144 S 800 W
Salt Lake City, Utah 84104-1120

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Residents
18 N CHICAGO ST
Salt Lake City, Utah 84116-3338

Residents
111 S 900 W
Salt Lake City, Utah 84104-1125

Residents
760 W JACKSON AVE
Salt Lake City, Utah 84116-3345

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Residents
910 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116-1140

Residents
919 W FOLSOM AVE
Salt Lake City, Utah 84104-1130

Residents
966 W EUCLID AVE
Salt Lake City, Utah 84104-1127

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Residents
60 N 900 W
Salt Lake City, Utah 84116-3360

Residents
950 W 100 S
Salt Lake City, Utah 84104-1108

Residents
842 W EMERIL AVE
Salt Lake City, Utah 84116-3342

[08-35-457-015-0000]
Residents
830 W EMERIL AVE
Salt Lake City, Utah 84116-3342

Residents
165 S 1000 W
Salt Lake City, Utah 84104

Residents
117 S 1000 W
Salt Lake City, Utah 84104

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Residents
858 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116-1137

[08-35-457-020-0000]
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63 N 800 W
Salt Lake City, Utah 84116-3304

Residents
823 W 200 N
Salt Lake City, Utah 84116-3313

[08-35-458-018-0000]
Residents
846 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116-1137

[08-35-458-004-0000]
Residents
857 W EMERIL AVE
Salt Lake City, Utah 84116-3341

Residents
830 W 200 N
Salt Lake City, Utah 84116-3314

[08-35-458-025-0000]
Residents
868 W SOUTH TEMPLE ST
Salt Lake City, Utah 84116-1137

[08-35-458-007-0000]
Residents
843 W EMERIL AVE
Salt Lake City, Utah 84116-3341

Residents
163 S 1000 W
Salt Lake City, Utah 84104-1128

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Residents
771 W 200 N
Salt Lake City, Utah 84116-3311

[08-35-458-012-0000]
Residents
817 W EMERIL AVE
Salt Lake City, Utah 84116-3341

Residents
165 S 1000 W
Salt Lake City, Utah 84104

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Residents
757 W 200 N
Salt Lake City, Utah 84116-3311

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975 W SOUTH TEMPLE ST
Salt Lake City, Utah 84104-1141

Residents
135 S JEREMY ST
Salt Lake City, Utah 84104-1134

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Residents
741 W 200 N
Salt Lake City, Utah 84116

[15-02-201-002-0000]
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955 W SOUTH TEMPLE ST
Salt Lake City, Utah 84104-1141

Residents
149 S JEREMY ST
Salt Lake City, Utah 84104-1134

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Residents
725 W 200 N
Salt Lake City, Utah 84116-3311

[15-02-201-008-0000]
Residents
23 S 1000 W
Salt Lake City, Utah 84104-1825

Residents
161 S JEREMY ST
Salt Lake City, Utah 84104-1134

[08-35-476-015-0000]
Residents
170 N 800 W
Salt Lake City, Utah 84116-3359

[15-02-202-003-0000]
Residents
965 W FOLSOM AVE
Salt Lake City, Utah 84104-1130

Residents
132 S 800 W
Salt Lake City, Utah 84104-1120

[08-35-476-022-0000]
Residents
744 W JACKSON AVE
Salt Lake City, Utah 84116-3345

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Residents
923 W FOLSOM AVE
Salt Lake City, Utah 84104-1130

Residents
824 W 200 S
Salt Lake City, Utah 84104-1111

[08-35-476-025-0000]
Residents
722 W JACKSON AVE
Salt Lake City, Utah 84116-3345

[15-02-203-003-0000]
Residents
967 W 100 S
Salt Lake City, Utah 84104-1109

Residents
971 W EUCLID AVE
Salt Lake City, Utah 84104-1128

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159 N 700 W
Salt Lake City, Utah 84116-3363

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Salt Lake City, Utah 84104-1109

Residents
941 W EUCLID AVE
Salt Lake City, Utah 84104-1128

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Residents
143 N 700 W
Salt Lake City, Utah 84116-3323

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980 W EUCLID AVE
Salt Lake City, Utah 84104-1127

Residents
923 W EUCLID AVE
Salt Lake City, Utah 84104-1128

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Residents
126 N 800 W
Salt Lake City, Utah 84116-3328

[15-02-203-017-0000]
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956 W EUCLID AVE
Salt Lake City, Utah 84104-1127

Residents
905 W EUCLID AVE
Salt Lake City, Utah 84104-1128

[08-35-477-006-0000]
Residents
755 W JACKSON AVE
Salt Lake City, Utah 84116

[15-02-203-026-0000]
Residents
922 W EUCLID AVE
Salt Lake City, Utah 84104-1127

Residents
166 S 900 W
Salt Lake City, Utah 84104-1126

[08-35-477-008-0000]
Residents
743 W JACKSON AVE
Salt Lake City, Utah 84116-3344

[15-02-203-032-0000]
Residents
902 W EUCLID AVE
Salt Lake City, Utah 84104-1127

Residents
992 W 200 S
Salt Lake City, Utah 84104-1116

[08-35-477-012-0000]
Residents
135 N 700 W
Salt Lake City, Utah 84116-3323

[15-02-205-004-0000]
Residents
55 S 900 W
Salt Lake City, Utah 84104-1123

Residents
956 W 200 S
Salt Lake City, Utah 84104-1116

[08-35-478-010-0000]
Residents
42 N 800 W #REAR
Salt Lake City, Utah 84116-3326

[15-02-205-008-0000]
Residents
64 S JEREMY ST
Salt Lake City, Utah 84104-1131

Residents
940 W 200 S
Salt Lake City, Utah 84104-1116

[08-35-478-036-0000]
Residents
757 W NORTH TEMPLE ST #B
Salt Lake City, Utah 84116-3351

[15-02-205-013-0000]
Residents
850 W 100 S
Salt Lake City, Utah 84104-1107

Residents
932 W 200 S
Salt Lake City, Utah 84104-1116

[15-02-132-001-0000]
Residents
90 S 1000 W
Salt Lake City, Utah 84104-1802

[15-02-206-005-0000]
Residents
853 W 100 S
Salt Lake City, Utah 84104-1106

Residents
910 W 200 S
Salt Lake City, Utah 84104-1116

[15-02-132-001-0000]
Residents
90 S 1000 W #METAL
Salt Lake City, Utah 84104-1802

[15-02-206-011-0000]
Residents
141 S 900 W
Salt Lake City, Utah 84104-1125

Residents
57 N 900 W
Salt Lake City, Utah 84116-3331

[15-02-133-015-0000]
Residents
1080 W EUCLID AVE
Salt Lake City, Utah 84104-1812

[15-02-206-021-0000]
Residents
148 S JEREMY ST
Salt Lake City, Utah 84104-1133

Residents
260 N 800 W
Salt Lake City, Utah 84116-3330

[15-02-133-018-0000]
Residents
1068 W EUCLID AVE
Salt Lake City, Utah 84104-1812

Residents
154 S JEREMY ST
Salt Lake City, Utah 84104-1133

Residents
772 W 100 S
Salt Lake City, Utah 84104-1003

[15-02-133-021-0000]
Residents
1048 W EUCLID AVE
Salt Lake City, Utah 84104-1812

Residents
860 W 200 S
Salt Lake City, Utah 84104-1114

Residents
823 W 100 S
Salt Lake City, Utah 84104-1142

[15-02-133-023-0000]
Residents
1040 W EUCLID AVE
Salt Lake City, Utah 84104-1812

Residents
10 S 800 W
Salt Lake City, Utah 84104-1118

Residents
121 S JEREMY ST
Salt Lake City, Utah 84104-1134

[15-02-133-026-0000]
Residents
1020 W EUCLID AVE
Salt Lake City, Utah 84104-1812

Residents
60 S 800 W
Salt Lake City, Utah 84104-1118

[15-02-179-002-0000]
Residents
1070 W PIERPONT AVE
Salt Lake City, Utah 84104-1224

[15-02-133-029-0000]
Residents
1066 W EUCLID AVE
Salt Lake City, Utah 84104-1812

Residents
824 W 100 S
Salt Lake City, Utah 84104-1103

[15-02-179-005-0000]
Residents
1062 W PIERPONT AVE
Salt Lake City, Utah 84104-1224

[15-02-178-003-0000]
Residents
1063 W EUCLID AVE
Salt Lake City, Utah 84104-1813

Residents
818 W 100 S
Salt Lake City, Utah 84104-1103

[15-02-201-001-0000]
Residents
3 S 1000 W
Salt Lake City, Utah 84104-1825

[15-02-178-007-0000]
Residents
1047 W EUCLID AVE
Salt Lake City, Utah 84104-1813

Residents
54 S 800 W
Salt Lake City, Utah 84104-1118

Residents
63 S 800 W
Salt Lake City, Utah 84104-1119

[15-02-178-011-0000]
Residents
1023 W EUCLID AVE
Salt Lake City, Utah 84104-1813

Residents
50 S 800 W #B
Salt Lake City, Utah 84104-1118

Residents
780 W 100 S
Salt Lake City, Utah 84104-1101

[15-02-178-014-0000]
Residents
1013 W EUCLID AVE
Salt Lake City, Utah 84104-1813

Residents
57 S 800 W
Salt Lake City, Utah 84104-1119

[15-02-178-023-0000]
Residents
1026 W 200 S
Salt Lake City, Utah 84104-1804

[15-02-178-018-0000]
Residents
1048 W 200 S
Salt Lake City, Utah 84104-1804

[08-34-181-019-0000]
BAILEY, RENA; TR
13605 N HERITAGE CYN DR
MARANA, AZ 85658-4074

[08-34-177-022-0000]
BELLA SNOOPY 88 LLC
1575 BAYSHORE HWY #100
BURLINGAME, CA 94010

[08-34-401-020-0000]
STORAGE EQUITIES INC
PO BOX 25025
GLENDALE, CA 91201-

[08-34-401-021-0000]
MOUNTAIN STATES TELEPHONE & TELEGRAPH CO
1801 CALIFORNIA ST #2500
DENVER, CO 80202-2658

[08-34-181-013-0000]
HANCOCK, JAREN A; TR ET AL
2416 PARKER PL
HONOLULU, HI 96822-1971

[08-34-401-017-0000]
MHC OPERATING LIMITED
PARTNERSHIP
2 N RIVERSIDE PLAZA #800
CHICAGO, IL 60606

[08-34-326-018-0000]
FORD, ADAM J & SMITH, SAMANTHA B; TC
PO BOX 1749
BIGFORK, MT 59911-1749

[08-34-278-009-0000]
WHETSTONE, SUSAN A & DAVID E; TRS
103 FEARRINGTON PO ST
PITTSBORO, NC 27318

[15-03-201-001-0000]
NATIONAL WAREHOUSE INVESTMENT
CO
1875 E PECKHAM LN
RENO, NV 89502-5229

[08-34-177-027-0000]
THE BANK OF NEW YORK MELLON
715 S METROPOLITAN AVE
OKLAHOMA CITY, OK 73108

[08-35-353-004-0000]
PACIFICORP
825 NE MULTNOMAH ST #1900
PORTLAND, OR 97232

[08-34-453-001-2001]
AMERICAN OIL CO.
13111 NORTHWEST FWY #125
HOUSTON, TX 77040-6321

[08-34-401-023-0000]
FIRST INTERSTATE BANK OF UTAH NA (TR), ET AL
PO BOX 13519
ARLINGTON, TX 76094

[08-34-404-001-0000]
SHOOK, PATRICIA M G; TR
7444 S 2300 E #B
COTTONWOOD HTS, UT 84121

[08-34-451-015-0000]
FIRST INTERSTATE BANK OF UTAH
NA; TR ET AL
299 S MAIN ST #800
SALT LAKE CITY, UT 84111-0477

[08-34-326-016-0000]
GONZALES, GILBERT, JR & STEPHANIE M
15 W 780 S
CENTERVILLE, UT 84014

[08-34-451-013-0000]
FIRST INTERSTATE BANK OF UTAH NA; TR
ET AL
5544 S GREEN ST
MURRAY, UT 84123-5798

[08-34-428-006-0000]
J-J BAKD LC
1370 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116-3221

[08-34-251-012-0000]
CRESTVIEW HOLDINGS LLC
PO BOX 57845
MURRAY, UT 84157-0845

[08-34-453-004-0000]
DAHLE, LARRY F
327 E 2230 N #D-22
NORTH LOGAN, UT 84341

[08-34-251-033-0000]
NGUYEN, PHU & HUYNH, HUONG; JT
1168 S ONTARIO DR
SALT LAKE CITY, UT 84104-2043

[08-34-181-018-0000]
WITMER, THOMAS & ANN; JT
5038 S 1150 WE ST
RIVERDALE, UT 84405

[08-34-181-015-0000]
TRAN, HUNG T & YEN T; TC
13462 S WESLEYAN WY
RIVERTON, UT 84065-7904

[08-34-476-002-0000]
CHEN'S INTERNATIONAL CORP
PO BOX 1385
SALT LAKE CITY, UT 84110-1385

[08-34-402-019-0000]
BARLOW, DIANE C; ET AL
859 S 2300 E
SALT LAKE CITY, UT 84108-1429

[08-34-177-029-0000]
BELLA SNOOPY 88 LLC
1722 W 400 N
SALT LAKE CITY, UT 84116-3502

[08-34-181-014-0000]
FIRST STEP HOUSE
PO BOX 16508
SALT LAKE CITY, UT 84116-0508

[08-34-181-020-0000]
GALLEGOS, LINDA
420 N CHAZ CT
SALT LAKE CITY, UT 84116-2508

[08-34-426-012-0000]
AUNG, WIN ZAW
192 N CORNELL ST
SALT LAKE CITY, UT 84116-3123

[08-34-251-009-0000]
LOPEZ, LUCIO G & BRANDY K; TC
402 N REDWOOD RD
SALT LAKE CITY, UT 84116-3509

[08-34-426-005-0000]
STROUD, BONNIE L; TR
210 N CORNELL ST
SALT LAKE CITY, UT 84116-3125

[08-34-403-004-0000]
CLAUSING, STEVEN C
211 N CORNELL ST
SALT LAKE CITY, UT 84116-3124

[08-34-251-037-0000]
WHITING, KENNETH B & CORTEZ,
CECILIA G; JT
428 N REDWOOD RD
SALT LAKE CITY, UT 84116-3509

[08-34-181-022-0000]
CHUNG, JENNY
760 N DOROTHEA WY
SALT LAKE CITY, UT 84116-1807

[08-34-453-001-2000]
JAMES GADDIS INVESTMENT CO LTD
1400 S FOOTHILL DR #34
SALT LAKE CITY, UT 84108

[08-34-252-045-0000]
SALT LAKE CITY CORPORATION
451 S STATE ST #225
SALT LAKE CITY, UT 84111-1594

[08-34-402-016-0000]
HANSEN, THOMAS F; TR
1317 E FOURTH AVE
SALT LAKE CITY, UT 84103

[08-34-181-010-0000]
KORPELA, TRAVIS J & JUSTIN; TC
1728 W JENNIFER WY
SALT LAKE CITY, UT 84116-3014

[08-34-278-017-0000]
SYVERSEN, RICHARD P & ETHEL; JT
1341 W WALNUT DR
SALT LAKE CITY, UT 84116-2547

[08-34-404-002-0000]
SALT LAKE CITY CORPORATION
PO BOX 145455
SALT LAKE CITY, UT 84114-5455

[08-34-181-011-0000]
GREENWELL, ROBERT W & CRONIN,
PATRICK C; JT
1718 W JENNIFER WY
SALT LAKE CITY, UT 84116-3014

[08-34-278-008-0000]
BRISENO, GUSTAVO & ALVAREZ,
ROSA; JT
1455 W WALNUT DR
SALT LAKE CITY, UT 84116-2529

[08-34-251-034-0000]
LOPEZ, JUAN M
366 N REDWOOD RD
SALT LAKE CITY, UT 84116-3034

[08-34-453-008-0000]
CARLSON, GEORGIA E; ET AL
299 S MAIN ST #8-FLR
SALT LAKE CITY, UT 84111

[08-34-278-005-0000]
OHLWILER, DEBORAH D & BRIAN F
(JT)
1467 W WALNUT DR
SALT LAKE CITY, UT 84116-2529

[08-34-251-038-0000]
SANCHEZ, ABRAHAM
410 N REDWOOD RD
SALT LAKE CITY, UT 84116-3509

[08-34-278-012-0000]
CORP OF PB CH JC OF LDS
50 E NORTHTEMPLE ST
SALT LAKE CITY, UT 84150-9001

[08-34-278-002-0000]
LAMAS, REBECCA & OLVERA, JOSE L;
JT
1479 W WALNUT DR
SALT LAKE CITY, UT 84116-2529

[08-34-401-024-0000]
DIV OF FACILITIES CONSTR & MANAGEMENT
450 N STATE ST #4110
SALT LAKE CITY, UT 84114

[08-34-476-016-0000]
JUN, JAE JU & LIB BUN; JT
1500 W NORTHTEMPLE ST
SALT LAKE CITY, UT 84116

[08-34-252-038-0000]
SILVA, JERONIMO; ET AL
1491 W WALNUT DR
SALT LAKE CITY, UT 84116-2529

[08-35-353-003-0000]
UTAH STATE BUILDING OWNERSHIP AUTHORITY
450 N STATE ST #4110
SALT LAKE CITY, UT 84114

[08-34-252-039-0000]
FIGUEROA, LEONCIO G & ESTRADA, DORA;
JT
1487 W WALNUT DR
SALT LAKE CITY, UT 84116-2529

[08-34-278-003-0000]
CONE, ALICIA & FIFITA, JOHN; JT
1475 W WALNUT DR
SALT LAKE CITY, UT 84116-2529

[08-34-402-010-0000]
SALT LAKE COUNTY
2001 S STATE ST #N4500
SALT LAKE CITY, UT 84190-0002

[08-34-278-006-0000]
WEIRICK, DONALD L
1463 W WALNUT DR
SALT LAKE CITY, UT 84116-2529

[08-34-278-015-0000]
TUITUPOU, ELTON T & PAIA S; JT
1345 W WALNUT DR
SALT LAKE CITY, UT 84116-2547

[08-34-401-017-0000]
ALL SEASONS MOBILE HOME PARK
290 N REDWOOD RD
Salt Lake City, Utah 84116

[08-34-428-010-0000]
CAMP VIP NORTH TEMPLE
1400 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[15-03-201-001-0000]
A B F FREIGHT SYSTEM, INC
55 S REDWOOD RD
Salt Lake City, Utah 84104

[08-34-451-011-0000]
HARMANS KENTUCKY FRIED CHICKEN
132 N REDWOOD RD
Salt Lake City, Utah 84116

[08-34-477-004-0000]
ROCKY MOUNTAIN POWER
1407 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-428-006-0000]
T J'S BARBER & STYLE SHOP
1352 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-326-017-0000]
BUSHMAN PRODUCTS
1712 W NORTH STAR DR
Salt Lake City, Utah 84116

[08-34-401-025-0000]
LANDING POINT APARTMENTS
176 N REDWOOD RD
Salt Lake City, Utah 84116

[08-34-453-004-0000]
APOLLO BURGER
1625 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-401-020-0000]
PUBLIC STORAGE INC
1560 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-428-012-0000]
LA MORENA CAFE
1458 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-401-020-0000]
PS ORANGECO INC
1560 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-181-014-0000]
FIRST STEP HOUSE INC
379 N REDWOOD RD
Salt Lake City, Utah 84116

[08-34-401-017-0000]
ALL SEASONS
290 N REDWOOD RD
Salt Lake City, Utah 84116

[08-35-329-001-0000]
BIKE SWAP
155 N 1000 W
Salt Lake City, Utah 84116

[08-34-451-014-0000]
MAVERIK COUNTRY STORE INC#329
1692 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-477-004-0000]
PACIFICORP ENVIRONMENTAL REMED
1407 W NORTH TEMPLE ST #270
Salt Lake City, Utah 84116

[08-34-181-013-0000]
ALEX B SANDOVAL BUILDING CONTR
1719 W 400 N
Salt Lake City, Utah 84116

[08-35-329-001-0000]
DEAL CITY
155 N 1000 W #13
Salt Lake City, Utah 84116

[08-34-476-016-0000]
OVERNITER MOTOR INN NO TEMPLE
1500 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
MY THREE SONS HANDY MAN
149 N 1320 W
Salt Lake City, Utah 84116

[08-34-177-029-0000]
NORTH ASPEN APARTMENTS
1722 W 400 N
Salt Lake City, Utah 84116

[08-34-326-018-0000]
RBZ DESIGN
1704 W NORTH STAR DR
Salt Lake City, Utah 84116

[08-35-329-001-0000]
STATEWIDE LIQUIDATORS LLC
155 N 1000 W
Salt Lake City, Utah 84116

[08-34-451-015-0000]
BURGER KING
1660 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-35-329-001-0000]
SKYLINE CONCESSIONS
155 N 1000 W
Salt Lake City, Utah 84116

[08-34-453-008-0000]
AIRPORT QUALITY INN HOTEL
1659 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
FINAL REDOUBT PRESS
290 N REDWOOD RD
Salt Lake City, Utah 84116

[08-34-452-011-0000]
DIAMOND LIL'S
1528 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
WE FIND IT-U-HUNT IT
1400 W NORTH TEMPLE ST #PK59
Salt Lake City, Utah 84116

[08-34-428-010-0000]
OLD BOTTLING HOUSE LLC
1390 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
INKJET DIGITAL PHOTO IMAGING
1262 W 180 N #12
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
245 N FALL ST
Salt Lake City, Utah 84116

[08-34-181-013-0000]
COOL MUSIC IN SPANISH
1711 W 400 N
Salt Lake City, Utah 84116

[08-34-428-010-0000]
RANGEL LLC
1320 W 280 N #20
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
248 N FALL ST
Salt Lake City, Utah 84116

[08-35-351-006-0000]
HIGHLAND GOLF CARS
1260 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-453-001-2000]
TESORO
1699 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
250 N SUMMER ST
Salt Lake City, Utah 84116

[08-34-477-004-0000]
THE GRAND SAVOR
1407 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-477-004-0000]
CH2M HILL ENGINEERS INC
1407 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
252 N WINTER ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
HOMEY COMFORTS LLC
240 N FALL ST
Salt Lake City, Utah 84116

[08-34-178-033-0000]
Residents
1747 W PATRICIA WAY
Salt Lake City, Utah 84116-3025

[08-34-401-017-0000]
Residents
255 N FALL ST
Salt Lake City, Utah 84116

[08-34-177-028-0000]
Residents
435 N REDWOOD RD
Salt Lake City, Utah 84116-3508

[08-34-181-011-0000]
Residents
1718 W JENNIFER WAY
Salt Lake City, Utah 84116-3014

[08-34-401-017-0000]
Residents
256 N WINTER ST
Salt Lake City, Utah 84116

[08-34-181-010-0000]
Residents
1728 W JENNIFER WAY
Salt Lake City, Utah 84116-3014

[08-34-181-015-0000]
Residents
365 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-401-017-0000]
Residents
259 N FALL ST
Salt Lake City, Utah 84116

[08-34-181-013-0000]
Residents
1715 W 400 N
Salt Lake City, Utah 84116-3501

[08-34-181-018-0000]
Residents
331 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-401-017-0000]
Residents
260 N WINTER ST
Salt Lake City, Utah 84116

[08-34-181-016-0000]
Residents
335 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-181-020-0000]
Residents
325 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-401-017-0000]
Residents
263 N FALL ST
Salt Lake City, Utah 84116

[08-34-181-020-0000]
Residents
323 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-181-022-0000]
Residents
307 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-401-017-0000]
Residents
264 N WINTER ST
Salt Lake City, Utah 84116

[08-34-181-021-0000]
Residents
317 N REDWOOD RD
Salt Lake City, Utah 84116-3033

[08-34-251-009-0000]
Residents
402 N REDWOOD RD
Salt Lake City, Utah 84116-3509

[08-34-401-017-0000]
Residents
267 N FALL ST
Salt Lake City, Utah 84116

[08-34-251-008-0000]
Residents
410 N REDWOOD RD
Salt Lake City, Utah 84116-3509

[08-34-251-033-0000]
Residents
374 N REDWOOD RD
Salt Lake City, Utah 84116-3034

[08-34-401-017-0000]
Residents
268 N WINTER ST
Salt Lake City, Utah 84116

[08-34-251-029-0000]
Residents
350 N REDWOOD RD
Salt Lake City, Utah 84116-3030

[08-34-252-038-0000]
Residents
1491 W WALNUT DR
Salt Lake City, Utah 84116-2531

[08-34-401-017-0000]
Residents
271 N SUMMER ST
Salt Lake City, Utah 84116

[08-34-251-037-0000]
Residents
428 N REDWOOD RD
Salt Lake City, Utah 84116-3509

[08-34-278-002-0000]
Residents
1479 W WALNUT DR
Salt Lake City, Utah 84116-2529

[08-34-401-017-0000]
Residents
273 N WINTER ST
Salt Lake City, Utah 84116

[08-34-278-001-0000]
Residents
1483 W WALNUT DR
Salt Lake City, Utah 84116-2529

[08-34-278-005-0000]
Residents
1467 W WALNUT DR
Salt Lake City, Utah 84116-2529

[08-34-401-017-0000]
Residents
276 N WINTER ST
Salt Lake City, Utah 84116

[08-34-278-004-0000]
Residents
1471 W WALNUT DR
Salt Lake City, Utah 84116-2529

[08-34-278-008-0000]
Residents
1455 W WALNUT DR
Salt Lake City, Utah 84116-2529

[08-34-401-017-0000]
Residents
1543 W HARVEST ST
Salt Lake City, Utah 84116

[08-34-278-007-0000]
Residents
1459 W WALNUT DR
Salt Lake City, Utah 84116-2529

[08-34-278-015-0000]
Residents
1345 W WALNUT DR
Salt Lake City, Utah 84116-2547

[08-34-401-017-0000]
Residents
1549 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-278-012-0000]
Residents
1421 W WALNUT DR
Salt Lake City, Utah 84116-2529

[08-34-278-019-0000]
Residents
1351 W WALNUT DR
Salt Lake City, Utah 84116-2547

[08-34-401-017-0000]
Residents
1551 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-278-017-0000]
Residents
1341 W WALNUT DR
Salt Lake City, Utah 84116-2547

[08-34-401-017-0000]
Residents
236 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1555 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
234 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
240 N WINTER ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1559 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
239 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
243 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1565 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
242 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1570 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
103 N 1300 W
Salt Lake City, Utah 84116-3226

[08-34-401-017-0000]
Residents
244 N WINTER ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1577 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
106 N 1320 W
Salt Lake City, Utah 84116-3237

[08-34-401-017-0000]
Residents
247 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1582 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
109 N 1300 W
Salt Lake City, Utah 84116-3226

[08-34-401-017-0000]
Residents
249 N WINTER ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1589 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
112 N 1340 W
Salt Lake City, Utah 84116-3261

[08-34-401-017-0000]
Residents
252 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1594 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
115 N 1330 W
Salt Lake City, Utah 84116-3229

[08-34-401-017-0000]
Residents
254 N SUMMER ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1601 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
118 N 1320 W
Salt Lake City, Utah 84116-3237

[08-34-401-017-0000]
Residents
256 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1609 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
121 N 1330 W
Salt Lake City, Utah 84116-3229

[08-34-401-017-0000]
Residents
258 N SUMMER ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1617 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
124 N 1320 W
Salt Lake City, Utah 84116-3237

[08-34-401-017-0000]
Residents
260 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1625 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
128 N 1330 W
Salt Lake City, Utah 84116-3230

[08-34-401-017-0000]
Residents
262 N SUMMER ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1632 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
130 N 1320 W
Salt Lake City, Utah 84116-3237

[08-34-401-017-0000]
Residents
264 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1639 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
133 N 1330 W
Salt Lake City, Utah 84116-3229

[08-34-401-017-0000]
Residents
266 N SUMMER ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1651 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
137 N 1320 W
Salt Lake City, Utah 84116-3228

[08-34-401-017-0000]
Residents
268 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1663 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
140 N 1340 W
Salt Lake City, Utah 84116-3261

[08-34-401-017-0000]
Residents
270 N SUMMER ST
Salt Lake City, Utah 84116

[08-34-401-017-0000]
Residents
1672 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
143 N 1320 W
Salt Lake City, Utah 84116-3228

[08-34-401-017-0000]
Residents
273 N FALL ST
Salt Lake City, Utah 84116

[08-34-401-020-0000]
Residents
1560 W NORTH TEMPLE ST #REAR/C
Salt Lake City, Utah 84116-3154

[08-34-428-010-0000]
Residents
146 N 1340 W
Salt Lake City, Utah 84116-3261

[08-34-401-017-0000]
Residents
275 N SUMMER ST
Salt Lake City, Utah 84116

[08-34-404-001-0000]
Residents
348 N REDWOOD RD
Salt Lake City, Utah 84116-3034

[08-34-428-010-0000]
Residents
149 N 1280 W
Salt Lake City, Utah 84116-3222

[08-34-401-017-0000]
Residents
1540 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-426-004-0000]
Residents
216 N CORNELL ST
Salt Lake City, Utah 84116-3125

[08-34-428-010-0000]
Residents
152 N 1280 W
Salt Lake City, Utah 84116-3223

[08-34-401-017-0000]
Residents
1546 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-006-0000]
Residents
1326 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3236

[08-34-428-010-0000]
Residents
155 N 1330 W
Salt Lake City, Utah 84116-3229

[08-34-401-017-0000]
Residents
1550 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-006-0000]
Residents
1380 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3221

[08-34-428-010-0000]
Residents
157 N 1300 W
Salt Lake City, Utah 84116-3226

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Residents
1554 W HARVEST ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
159 N 1330 W
Salt Lake City, Utah 84116-3229

[08-34-428-010-0000]
Residents
195 N 1330 W
Salt Lake City, Utah 84116-3229

[08-34-401-017-0000]
Residents
1558 W HARVEST ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
161 N 1300 W
Salt Lake City, Utah 84116-3226

[08-34-428-010-0000]
Residents
197 N 1300 W
Salt Lake City, Utah 84116-3226

[08-34-401-017-0000]
Residents
1562 W HARVEST ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
164 N 1340 W
Salt Lake City, Utah 84116-3261

[08-34-428-010-0000]
Residents
199 N 1330 W
Salt Lake City, Utah 84116-3229

[08-34-401-017-0000]
Residents
1569 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
167 N 1280 W
Salt Lake City, Utah 84116-3222

[08-34-428-010-0000]
Residents
201 N 1280 W
Salt Lake City, Utah 84116-3224

[08-34-401-017-0000]
Residents
1574 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
169 N 1330 W
Salt Lake City, Utah 84116-3229

[08-34-428-010-0000]
Residents
1270 W 180 N
Salt Lake City, Utah 84116-3206

[08-34-401-017-0000]
Residents
1581 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
172 N 1320 W
Salt Lake City, Utah 84116-3237

[08-34-428-010-0000]
Residents
1274 W 180 N
Salt Lake City, Utah 84116-3206

[08-34-401-017-0000]
Residents
1586 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
175 N 1280 W
Salt Lake City, Utah 84116-3222

[08-34-428-010-0000]
Residents
1279 W 140 N
Salt Lake City, Utah 84116-3203

[08-34-401-017-0000]
Residents
1593 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
177 N 1300 W
Salt Lake City, Utah 84116-3226

[08-34-428-010-0000]
Residents
1283 W 140 N
Salt Lake City, Utah 84116-3203

[08-34-401-017-0000]
Residents
1600 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
180 N 1330 W
Salt Lake City, Utah 84116-3230

[08-34-428-010-0000]
Residents
1292 W 280 N
Salt Lake City, Utah 84116-3254

[08-34-401-017-0000]
Residents
1608 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
183 N 1280 W
Salt Lake City, Utah 84116-3222

[08-34-428-010-0000]
Residents
1296 W 280 N
Salt Lake City, Utah 84116-3254

[08-34-401-017-0000]
Residents
1614 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
185 N 1320 W
Salt Lake City, Utah 84116-3228

[08-34-428-010-0000]
Residents
1299 W 240 N
Salt Lake City, Utah 84116-3211

[08-34-401-017-0000]
Residents
1621 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
188 N 1340 W
Salt Lake City, Utah 84116-3261

[08-34-428-010-0000]
Residents
1302 W 280 N
Salt Lake City, Utah 84116-3254

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Residents
1631 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
190 N 1320 W
Salt Lake City, Utah 84116-3237

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Residents
1305 W 240 N
Salt Lake City, Utah 84116-3213

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Residents
1636 W SPRING ST
Salt Lake City, Utah 84116

[08-34-428-010-0000]
Residents
192 N 1330 W
Salt Lake City, Utah 84116-3230

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Residents
1308 W 280 N
Salt Lake City, Utah 84116-3255

[08-34-401-017-0000]
Residents
1645 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

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Residents
193 N 1320 W
Salt Lake City, Utah 84116-3228

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1311 W 240 N
Salt Lake City, Utah 84116-3213

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1660 W SPRING ST
Salt Lake City, Utah 84116

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Residents
1314 W 280 N
Salt Lake City, Utah 84116-3255

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Residents
1355 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3220

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1669 W INDIAN SUMMER DR
Salt Lake City, Utah 84116

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Residents
1316 W 280 N
Salt Lake City, Utah 84116-3255

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Residents
240 N REDWOOD RD
Salt Lake City, Utah 84116-

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Residents
1680 W SPRING ST
Salt Lake City, Utah 84116

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1318 W 280 N
Salt Lake City, Utah 84116-3255

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1636 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3156

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Residents
247 N CORNELL ST
Salt Lake City, Utah 84116-3124

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Residents
1323 W 240 N
Salt Lake City, Utah 84116-3213

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Residents
140 N CORNELL ST
Salt Lake City, Utah 84116-3123

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348 N REDWOOD RD #B
Salt Lake City, Utah 84116-3034

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Residents
1325 W 240 N
Salt Lake City, Utah 84116-3213

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350 N 1300 W
Salt Lake City, Utah 84116-2553

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Residents
190 N CORNELL ST
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Salt Lake City, Utah 84116-3214

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Salt Lake City, Utah 84116-3256

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Residents
1370 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3221

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Residents
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Salt Lake City, Utah 84116-3261

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Salt Lake City, Utah 84116-3256

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Residents
1280 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3235

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108 N 1340 W
Salt Lake City, Utah 84116-3261

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Salt Lake City, Utah 84116-3256

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Residents
55 S REDWOOD RD #A
Salt Lake City, Utah 84104-3158

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111 N 1330 W
Salt Lake City, Utah 84116-3229

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1424 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

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Residents
1594 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116-3237

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1359 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3220

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Residents
176 N REDWOOD RD #BLDG 7
Salt Lake City, Utah 84116-3159

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117 N 1300 W
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Residents
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123 N 1300 W
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1316 W 200 N
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127 N 1330 W
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Residents
157 N 1280 W
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136 N 1320 W
Salt Lake City, Utah 84116-3237

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Residents
159 N 1320 W
Salt Lake City, Utah 84116-3228

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1326 W 280 N
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Salt Lake City, Utah 84116-3215

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142 N 1320 W
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Salt Lake City, Utah 84116-3229

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166 N 1320 W
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Salt Lake City, Utah 84116-3228

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Residents
1271 W 180 N
Salt Lake City, Utah 84116-3205

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171 N 1300 W
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Salt Lake City, Utah 84116-3229

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Residents
1276 W 200 N
Salt Lake City, Utah 84116-3208

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174 N 1330 W
Salt Lake City, Utah 84116-3230

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193 N 1300 W
Salt Lake City, Utah 84116-3226

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Salt Lake City, Utah 84116-3208

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176 N 1340 W
Salt Lake City, Utah 84116-3261

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Residents
195 N 1280 W
Salt Lake City, Utah 84116-3222

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Residents
1290 W 200 N
Salt Lake City, Utah 84116-3208

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Residents
179 N 1320 W
Salt Lake City, Utah 84116-3228

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Residents
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Salt Lake City, Utah 84116-3261

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Salt Lake City, Utah 84116-3261

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Salt Lake City, Utah 84116-3254

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Residents
1306 W 280 N
Salt Lake City, Utah 84116-3255

[08-35-180-018-0000]
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13732 COUNTRY RD 149
MATHESON, CO 80830

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FAMINGTON, UT 84025

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TOSCANO, JOSEPH & ILIJIC, REIJA; JT
323 N 1000 W
SALT LAKE CITY, UT 84116-2731

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PRUITT, BOB
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PARK CITY, UT 84068

[08-35-378-009-0000]
MARTINEZ, ALFONSO A, JR.
19 N 1000 W
SALT LAKE CITY, UT 84116-3305

[08-35-182-020-0000]
PHILLIPS, TORREN
339 N 1000 W
SALT LAKE CITY, UT 84116-2731

[08-35-328-010-0000]
HANSON, VICTOR D
305 N 1000 W
SALT LAKE CITY, UT 84116-2731

[08-35-328-009-0000]
BANUELOS, JUAN & ARELLANO, MARGARITA;
TC
309 N 1000 W
SALT LAKE CITY, UT 84116-2731

[08-35-327-004-0000]
PINEDA, PATRICIA ANN
304 N 1100 W
SALT LAKE CITY, UT 84116-2625

[08-35-182-022-0000]
BILLINGSLEY, ILA C, LEILA, W LAMONT &
LYON, KAREN B
329 N 1000 W
SALT LAKE CITY, UT 84116-2731

[08-35-182-021-0000]
PENNINGER, DONNA K
333 N 1000 W
SALT LAKE CITY, UT 84116-2731

[08-35-326-022-0000]
LOPEZ, BERNARD L
315 N 1100 W
SALT LAKE CITY, UT 84116-2624

[08-35-326-024-0000]
LOPEZ, ROBYN
303 N 1100 W
SALT LAKE CITY, UT 84116-2624

[08-35-327-014-0000]
GALLO, SHIRLEY
304 N 1100 W
SALT LAKE CITY, UT 84116-2625

[08-35-180-009-0000]
PEACOCK, HAL R & GOLDIE J; JT
322 N 1100 W
SALT LAKE CITY, UT 84116-2625

[08-35-326-023-0000]
CHRISTENSEN, VIDA O
309 N 1100 W
SALT LAKE CITY, UT 84116-2624

[08-35-327-003-0000]
TALBOT, JOHN R & DELITRA D; JT
310 N 1100 W
SALT LAKE CITY, UT 84116-2625

[08-35-326-019-0000]
CARPENTER, DOUGLAS P & SANDRA;
JT
333 N 1100 W
SALT LAKE CITY, UT 84116-2624

[08-35-326-021-0000]
LEOS, MANUEL
321 N 1100 W
SALT LAKE CITY, UT 84116-2624

[08-35-302-008-0000]
WHITLOCK, MARY L
309 N 1200 W
SALT LAKE CITY, UT 84116-2626

[08-35-182-010-0000]
VAINUKU, T MAPAKAITOLO & TONGA
T; TC
338 N MARION ST
SALT LAKE CITY, UT 84116-2615

[08-35-326-020-0000]
ANDERSON, MONICA L
329 N 1100 W
SALT LAKE CITY, UT 84116-2624

[08-35-328-005-0000]
ZUNIGA, CHRISTY & ZUNIGA-ELENA, YONY W;
JT
1020 W 300 N
SALT LAKE CITY, UT 84116-3201

[08-35-302-002-0000]
BATTEN, CELESTE R
312 N OAKLEY ST
SALT LAKE CITY, UT 84116-2617

[08-35-302-009-0000]
BATALLA, ANDRES; ET AL
303 N 1200 W
SALT LAKE CITY, UT 84116-2626

[08-35-327-008-0000]
FLORES, ALEJANDRO H & BOLLONA, ANGELES
R; JT
1062 W 300 N
SALT LAKE CITY, UT 84116-3233

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PO BOX 145455
SALT LAKE CITY, UT 84114-5455

[08-35-302-005-0000]
HONE, GERALDINE E M
323 N 1200 W
SALT LAKE CITY, UT 84116-2626

[08-35-326-015-0000]
BOWCUTT, RUSSELL L & GERTRUDE B & R A
MICHAEL; TRS
1144 W 300 N
SALT LAKE CITY, UT 84116-3202

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QUESTAR GAS COMPANY
PO BOX 45360
SALT LAKE CITY, UT 84145-0360

[08-35-157-017-0000]
GILES, LENA D & ROBERT D; TRS
341 N 1200 W
SALT LAKE CITY, UT 84116-2626

[08-35-377-007-0000]
PARTINGTON, JACKIE K
480 N 300 W
SALT LAKE CITY, UT 84103-1219

[08-35-326-007-0000]
BIRKY, SCOTT L & STACEY L; JT
1139 W SIMONDI AVE
SALT LAKE CITY, UT 84116-2622

[08-35-327-009-0000]
BARRIOS, PATRICIA A
1052 W 300 N
SALT LAKE CITY, UT 84116-3233

[08-35-378-004-0000]
BACKMAN, RANDY L & THERESA A; JT
1023 W LEARNED AVE
SALT LAKE CITY, UT 84116

[08-35-326-004-0000]
THORUM, RONALD W
1157 W SIMONDI AVE
SALT LAKE CITY, UT 84116-2622

[08-35-326-016-0000]
MAILAU, S FAUHIVA & TAINA; JT
1138 W 300 N
SALT LAKE CITY, UT 84116-3202

[08-35-377-011-0000]
NEWBY, RODNEY W & CYNTHIA A; JT
1032 W LEARNED AVE
SALT LAKE CITY, UT 84116

[08-35-328-008-0000]
CANDLELITE LLC
4546 S ATHERTON DR #201
TAYLORSVILLE, UT 84123-6974

[08-35-326-011-0000]
TRUJILLO, ADOLPH M & ESTHER (JT)
1168 W 300 N
SALT LAKE CITY, UT 84116-3202

[08-35-326-010-0000]
TAYLOR, MICHAEL A & MARY R; JT
1374 E LOGAN AVE
SALT LAKE CITY, UT 84105-2628

[08-35-377-005-0000]
GROEN, DIRK A & BARBARA J; JT
4726 W PALMER DR
WEST VALLEY, UT 84120-4943

[08-35-377-006-0000]
WENG, JIA D
1022 W LEARNED AVE
SALT LAKE CITY, UT 84116

[08-35-327-006-0000]
LAMELANGI, MATAFOLAU-I-MOANA
315 N MARION ST
SALT LAKE CITY, UT 84116-2614

[08-35-329-001-0000]
DIVISION OF FACILITIES
CONSTRUCTION & MGMT
450 N STATE ST #4110
SALT LAKE CITY, UT 84114

[08-35-378-003-0000]
CHRISTENSEN, DAVID E
1031 W LEARNED AVE
SALT LAKE CITY, UT 84116

[08-35-182-012-0000]
GARCIA, ARTURO E & SANCHEZ, MANUELA E;
JT
328 N MARION ST
SALT LAKE CITY, UT 84116-2615

[08-35-328-006-0000]
SALT LAKE COUNTY
2001 S STATE ST #N4500
SALT LAKE CITY, UT 84190-0002

[08-35-378-002-0000]
CARRILLO, JOSE G & JENNIFER M; JT
1033 W LEARNED AVE
SALT LAKE CITY, UT 84116

[08-35-328-001-0000]
PARK, ANDREW D
322 N MARION ST
SALT LAKE CITY, UT 84116-2615

[08-35-326-003-0000]
WHITTAKER, ELDON L & DOROTHY S;
TRS (ELW&DSWF TR)
9323 S SOLENA WY
SANDY, UT 84093-2626

[08-35-327-010-0000]
AL-HAMAD, JENNIFER
307 N MARION ST
SALT LAKE CITY, UT 84116-2614

[08-35-182-011-0000]
HANCOCK, FLOYD J. & LEONE J.
334 N MARION ST
SALT LAKE CITY, UT 84116-2615

[08-35-326-017-0000]
BARFFUSON, JUAN J
3790 S 3600 W
WEST VALLEY, UT 84119-4236

[08-35-326-005-0000]
MORRISON, MEMORIE E
1151 W SIMONDI AVE
SALT LAKE CITY, UT 84116-2622

[08-35-302-003-0000]
BRICE, NIKKOLE
306 N OAKLEY ST
SALT LAKE CITY, UT 84116-2617

[08-35-326-014-0000]
COLEMAN, MARY A; TR (MACR TRUST)
2803 W STAFFORD CIR
WEST VALLEY, UT 84119

[08-35-326-008-0000]
BARELA, GLORIA
1131 W SIMONDI AVE
SALT LAKE CITY, UT 84116-2622

[08-35-157-009-0000]
GARNER, DALEEN
332 N OAKLEY ST
SALT LAKE CITY, UT 84116-2617

[08-35-378-007-0000]
WINN, JACK G
PO BOX 26264
SALT LAKE CITY, UT 84126-0264

[08-35-376-005-0000]
ANDERSON MILL INC
1055 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-35-376-005-0000]
ENVIRTECH MOLDED PRODUCTS, INC
1075 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-35-329-001-0000]
BIKE SWAP
155 N 1000 W
Salt Lake City, Utah 84116

[08-35-329-001-0000]
DEAL CITY
155 N 1000 W #13
Salt Lake City, Utah 84116

[08-35-377-001-0000]
PANDA BUFFET REST
1025 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-35-327-004-0000]
BRUSHSTROKES
304 N 1100 W
Salt Lake City, Utah 84116

[08-35-329-001-0000]
SKYLINE CONCESSIONS
155 N 1000 W
Salt Lake City, Utah 84116

[08-35-329-001-0000]
STATEWIDE LIQUIDATORS LLC
155 N 1000 W
Salt Lake City, Utah 84116

[08-35-376-005-0000]
JUMPING JACK TRAILERS
1065 W NORTH TEMPLE ST #A
Salt Lake City, Utah 84116

[08-35-377-007-0000]
LA FONDITA GRILL INC.
1011 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-35-377-008-0000]
TEPECHE JUICE
65 N 1000 W
Salt Lake City, Utah 84116

[08-35-326-017-0000]
LANDAS CLEANING SERVICES
1130 W 300 N
Salt Lake City, Utah 84116

[08-35-157-009-0000]
Residents
332 N OAKLEY ST
Salt Lake City, Utah 84116-2617

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Salt Lake City, Utah 84116-2626

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Salt Lake City, Utah 84116

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1540 W INDIAN SUMMER DR
Salt Lake City, UT 84116

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Residents
1550 W HARVEST ST
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Salt Lake City, UT 84116

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Residents
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Salt Lake City, UT 84116

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Residents
290 N REDWOOD RD
Salt Lake City, UT 84116-3114

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Residents
1566 W SPRING ST
Salt Lake City, UT 84116

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Residents
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AUBELE, DARLENE K; ET AL
CO BOX 31547
PHOENIX, AZ 85046-1547

[08-36-302-017-0000]
ANDREA & HERB ENTERPRISES LLC
P O BOX 34011
PHOENIX, AZ 85067-4011

[08-36-178-004-0000]
HORIZON SNACK FOODS, INC
7066 LAS POSITAS RD #A
LIVERMORE, CA 94550

[08-36-351-030-0000]
HOODALL, HOWARD N & BETSY M; JT
9 SEA COUNTRY LANE
RANCHO MARGARITA, CA 92688

[08-36-303-007-0000]
SEVILLA, JOEL & BUTLER, JEREMY F; TC
4764 LA VILLA MARINA #C
MARINA DEL REY, CA 90292-7055

[08-36-177-030-0000]
FOCANTI, LUIGI & STEPHANIE; JT
1310 E ORANGE GROVE BLVD
PASADENA, CA 91104-3058

[08-36-156-016-0000]
VILLARREAL, MARY ANN
2730 XAVIER ST
DENVER, CO 80212-1347

[08-36-304-035-0000]
GUERRA, MAXIMO R
645 35TH AVE NW
NAPLES, FL 34120-4110

[08-36-304-055-0000]
MARTIN, CRAIG D & CAROLYN T;
JT
197 S LINDEN DR
VENTURA, CA 93004

[08-36-451-006-0000]
FONG, LEONARD K M; TR
4583 WAIKUI ST
HONOLULU, HI 96821-1144

[08-36-104-004-0000]
CRUZ, MARGERY
20455 MEADOWVALE RD NW
ELK RIVER, MN 55330

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KANE, DANIEL
133 NASSAU
ATLANTA, GA 30303

[08-36-351-004-0000]
RR COMPANY OF AMERICA LLC
1100 CAMELLIA BLVD
LAFAYETTE, LA 70508

[08-36-303-008-0000]
MISSOURI PACIFIC RAILROAD CO
1400 DOUGLAS ST STOP 1640
OMAHA, NE 68179

[08-36-305-067-0000]
WELLS FARGO BANK
ONE HOME CAMPUS
DES MOINES, IA 50328

[08-36-501-006-0000]
OREGON SHORT LINE RAILROAD CO
1700 FARNAM ST #10S-FL
OMAHA, NE 68102-2002

[15-01-101-009-0000]
DENVER & RIO GRANDE W RR CO
1700 FARNAM ST 10FL SOUTH
OMAHA, NE 68102-

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BONHAM, SHANE G
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ZHANG, LI & FENG, XI; JT
200 N WYNNEWOOD AVE #A206
WYNNEWOOD, PA 19096-1428

[08-36-176-025-0000]
NELDEN, LINDA E; TR (LLEN TRUST)
PO BOX 8000
MESQUITE, NV 89024-8000

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GRAHAM, ROSIE; ET AL
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CARD, JAMES R & NORMA; TRS
1035 ARLINGTON WAY
BOUNTIFUL, UT 84010-2304

[08-36-128-011-0000]
TESORO WEST COAST COMPANY
13111 NORTHWEST FWY #125
HOUSTON, TX 77040-6321

[08-36-154-028-0000]
MARTINEZ, CHRISTINA R
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COOK, ROD
PO BOX 393
BOUNTIFUL, UT 84011

[08-36-177-020-0000]
RYN PROPERTIES I LC
1057 DEBORAH DR
BOUNTIFUL, UT 84010-2328

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HACHIYA, STEVEN R
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CLEVELAND DEVELOPMENT
3771 E AERIE CV
COTTONWOOD HTS, UT 84121-5983

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URQUHART LLC
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CLINTON, UT 84015

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QUETZAL IMPORTS LLC
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RIVERA, JOSE L
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DRAPER, UT 84020-8471

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INTERMOUNTAIN HOME SOLUTIONS LC
3624 E BRIGHTON POINT DR
COTTONWOOD HTS, UT 84121-5513

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NEIGHBORHOOD WORKS SALT
LAKE
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FRANCIS, UT 84036-9213

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BARTON, RICHARD
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ELKRIDGE, UT 84651

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BENAVIDEZ, ANNA
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HAMMOND LEASING LLC
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DC SNAPS INC
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HANSEN LANCE PARTNERSHIP
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HOLLADAY, UT 84124-1912

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MURDOCK, DELONE C; TR
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ARGUETA, JUAN
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LIBERTY GATEWAY PROPERTIES LC; ET AL
6440 S WASATCH BLVD #100
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HAUSEN, DONALD M & MARY J; JT
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HAYES, EDWARD E & TONYA L; (LIFE) ETAL
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5TH NORTH, LLC
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SALT LAKE CITY, UT 84102

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MCCUNE, CRAIG & SHARON; JT
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HOLLADAY, UT 84117-5557

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KAUFMAN, HENRY A
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MARTIN, IRA L. & EDNA M.
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SCHOLLE, BRIAN C
PO BOX 8113
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MINISTRIES OF THE CATHOLIC DIOCESE OF SALT
LAKE CITY, LLC
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SALT LAKE CITY, UT 84103-2302

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MORGAN, GEORGE R & RUTH A
(JT)
2726 S ALDEN ST
SALT LAKE CITY, UT 84106-3109

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CITY FRONT PARTNERS II LLC
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GCII INVESTMENTS LC
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COYNE, THEODORA C
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ASSOC COMMON AREA MASTER
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W V JACOBSON, LLC
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KACY REAL ESTATE ENTERPRISES LLC
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MATEAKI, SHARON N
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ICEHOUSE HOLDINGS LLC
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MOONFISH, LLC
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SALT LAKE CITY, UT 84101-1621

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SMITH, LAWRENCE P & JILL J; JT
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LIN, BRYAN M
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GOERES, DAVID C & STEPHANIE P;
JT
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KATSANEVAS ENTERPRISES INC
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SMITH, MARILEE M
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KSL BROADCAST HOUSE TRIAD CEN AMD COMMON
AREA MASTER CARD
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SALT LAKE CITY, UT 84103

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SMITH-PETTIT FOUNDATION, THE
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SALT LAKE CITY, UT 84116-3411

[08-36-128-006-0000]
JEPPESON, ALLEN & HASLAM,
MICHAEL G; TC
1346 N COLORADO ST
SALT LAKE CITY, UT 84116

[08-36-452-011-0000]
MRK FAMILY LIMITED PARTNERSHIP
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SALT LAKE CITY, UT 84103-1118

[08-36-151-027-0000]
BENAVIDEZ, JOHNNIE P & FLORENCE (JT)
604 W 400 N
SALT LAKE CITY, UT 84116-3413

[08-36-177-003-0000]
MITCHELL, REX A
3425 S EASTWOOD DR
SALT LAKE CITY, UT 84109

[08-36-451-008-0000]
NORTHWESTERN HOSPITALITY CORPORATION
121 N 300 W
SALT LAKE CITY, UT 84103-1119

[08-36-151-024-0000]
ORTEGA, SILVERIA D
624 W 400 N
SALT LAKE CITY, UT 84116-3413

[08-36-154-058-0000]
MILICEVIC, ARMANDO; ET AL
341 N EDMONDS PL
SALT LAKE CITY, UT 84116-3446

[08-36-179-003-0000]
WILKINSON, DAVID L
363 W 400 N
SALT LAKE CITY, UT 84103-1225

[08-36-154-016-0000]
HAWLEY, JACOB & MONROE, SARA; JT
627 W 400 N
SALT LAKE CITY, UT 84116

[08-36-152-028-0000]
RIOS, HERACLIO & ELIZABETH; JT
444 N ERIE ST
SALT LAKE CITY, UT 84116-3447

[08-36-179-001-0000]
WYMAN, RONALD
375 W 400 N
SALT LAKE CITY, UT 84103-1225

[08-36-154-003-0000]
WALSH, SCOTT V
635 W 400 N
SALT LAKE CITY, UT 84116

[08-36-305-041-0000]
GOLLAHER, SHARON W
131 E FIRST AVE #502
SALT LAKE CITY, UT 84103-2312

[08-36-152-060-0000]
SIGNATURE BOOKS INC
530 W 400 N
SALT LAKE CITY, UT 84116-3411

[08-36-328-011-0000]
AND JUSTICE FOR ALL
205 N 400 W
SALT LAKE CITY, UT 84103-1125

[08-36-104-013-0000]
CRUZ, LISA M
562 W GIRARD AVE
SALT LAKE CITY, UT 84116-3448

[08-36-154-006-0000]
ROMERO, ALBERT M; TR
621 W 400 N
SALT LAKE CITY, UT 84116-3412

[08-36-129-010-0000]
HALSTEAD, EMMA & BRIAN P; JT
524 N 400 W
SALT LAKE CITY, UT 84103-1310

[08-36-102-007-0000]
BROWN, RODGER & CONNIE; JT
640 W GIRARD AVE
SALT LAKE CITY, UT 84116

[08-36-151-023-0000]
ARCHULETA, TERESA & CULLIS, JEANINE; TC
626 W 400 N
SALT LAKE CITY, UT 84116-3413

[08-36-129-005-0000]
VALDEZ, CELIA R; TR
558 N 400 W
SALT LAKE CITY, UT 84103-1310

[08-36-156-007-0000]
ARVIZO, JOEL
422 N HODGES LN
SALT LAKE CITY, UT 84116-1280

[08-36-154-033-0000]
COOPER, MYLES D
631 W 400 N
SALT LAKE CITY, UT 84116

[15-01-102-007-0000]
BOYER 500 WEST LC
90 S 400 W #200
SALT LAKE CITY, UT 84101-1200

[08-36-156-003-0000]
UCKERMAN, CLIFTON R
438 N HODGES LN
SALT LAKE CITY, UT 84116-1280

[08-36-154-041-0000]
SALT LAKE NEIGHBORHOOD HOUSING SERVICES
645 W 400 N
SALT LAKE CITY, UT 84116

[08-36-177-024-0000]
YOUNG, BROOKE A
347 W 500 N
SALT LAKE CITY, UT 84103-1241

[08-36-151-042-0000]
JONES, KEIKO F
624 W HODGES LN
SALT LAKE CITY, UT 84116

[08-36-126-010-0000]
VINA INVESTMENT PARTNERSHIP LTD
351 W 400 S
SALT LAKE CITY, UT 84101-1707

[08-36-129-013-0000]
DAVIS, DUANE R & ERLINDA T; JT
364 W 500 N
SALT LAKE CITY, UT 84103-1240

[08-36-156-012-0000]
MCKINNEY, DANIEL & STEPHANIE;
JT
633 W HODGES LN
SALT LAKE CITY, UT 84116

[08-36-177-002-0000]
AVILES, OLIVIA
468 N 400 W
SALT LAKE CITY, UT 84103-1229

[08-36-153-003-0000]
SPRAGUE, RYAN G & DANIELLE T; JT
511 W 500 N
SALT LAKE CITY, UT 84116-3414

[08-36-151-036-0000]
SPARROW, THOMAS C & CARMEN
648 W HODGES LN
SALT LAKE CITY, UT 84116

[08-36-129-008-0000]
JONES, WHITNEY & KAREN; JT
540 N 400 W
SALT LAKE CITY, UT 84103-1310

[08-36-152-045-0000]
SLAUGHTER, NATHAN S & DAVID W; JT
537 W 500 N
SALT LAKE CITY, UT 84116-3470

[08-36-129-004-0000]
AGRICOLA, CHRISTIAN
2228 S LAKE ST
SALT LAKE CITY, UT 84106-1814

[08-36-127-009-0000]
REX INDUSTRIES INC
630 N 400 W
SALT LAKE CITY, UT 84103-1312

[08-36-104-018-0000]
ARGUETA, JUAN
576 W 500 N
SALT LAKE CITY, UT 84116-3415

[08-36-129-012-0000]
WHITE PINE INVESTMENT GROUP
1225 S MONTGOMERY ST
SALT LAKE CITY, UT 84104-3340

[08-36-376-013-0000]
GATEWAY ASSOCIATES LTD
90 S 400 W #200
SALT LAKE CITY, UT 84101-1200

[08-36-103-017-0000]
WATANABE, KIYOKO
618 W 500 N
SALT LAKE CITY, UT 84116-3417

[08-36-102-016-0000]
SMITH, MARIA
2315 PINECREST CANYON RD
SALT LAKE CITY, UT 84108-1854

[08-36-376-014-0000]
GATEWAY OFFICE 4 LC
90 S 400 W #200
SALT LAKE CITY, UT 84101-1200

[08-36-103-022-0000]
CORBALEY, GLENN D & MARY J; JT
624 W 500 N
SALT LAKE CITY, UT 84116-3417

[08-36-351-032-0000]
UTAH DEPARTMENT OF
TRANSPORTATION
PO BOX 148420
SALT LAKE CITY, UT 84114-8420

[08-36-129-014-0000]
TAN, RAY NINO; TR (T R N T FM TR AGR)
358 W 500 N
SALT LAKE CITY, UT 84103-1240

[08-36-151-003-0000]
BACA, F OLIVIA
633 W 500 N
SALT LAKE CITY, UT 84116

[08-36-352-014-0000]
PUCKETT, KIMBERLY A
PO BOX 16656
SALT LAKE CITY, UT 84116-0656

[08-36-176-002-0000]
KWIK INDUSTRIES, LLC
445 W 500 N
SALT LAKE CITY, UT 84103-1243

[08-36-352-025-0000]
V J ENVIRONMENTAL ENTERPRISES CORP
155 N 500 W
SALT LAKE CITY, UT 84116-3420

[08-36-126-007-0000]
LUNDIN & MAY FOUNDRY & MACH
CO
PO BOX 396
SALT LAKE CITY, UT 84110-0396

[08-36-152-021-0000]
BRIMHALL, GRACE & SANCHEZ, RUTH M
529 W 500 N
SALT LAKE CITY, UT 84116-3470

[08-36-128-030-0000]
FINE THINGS LLC
560 N 500 W
SALT LAKE CITY, UT 84116-3429

[08-36-304-018-0000]
ALLEN, DAVID B
PO BOX 510818
SALT LAKE CITY, UT 84151-0818

[08-36-152-015-0000]
NELSON, DALE L & BARBARA B; JT
569 W 500 N
SALT LAKE CITY, UT 84116-3471

[08-36-127-011-0000]
NIELSEN, KATHERINE L & J LESLIE; TRS
358 W 600 N
SALT LAKE CITY, UT 84103-1320

[08-36-153-010-0000]
MCCORMICK, JOHN B & SONJA V;
TRS
1481 S PRESTON ST
SALT LAKE CITY, UT 84108-2637

[08-36-103-018-0000]
BAHENA, FILOGONIO & REYNA; JT
616 W 500 N
SALT LAKE CITY, UT 84116-3417

[08-36-351-016-0000]
MUNOZ, OTELIA S
147 N 600 W
SALT LAKE CITY, UT 84116-3434

[08-36-129-031-0000]
ARMASO, EMMANUEL
511 N PUGSLEY ST
SALT LAKE CITY, UT 84103-1328

[08-36-103-024-0000]
SALT LAKE NEIGHBORHOOD HOUSING SERVICES
INC
622 W 500 N
SALT LAKE CITY, UT 84116-3417

[08-36-352-010-0000]
MILLER, JUSTIN J
162 N 600 W
SALT LAKE CITY, UT 84116-3462

[08-36-129-037-0000]
PELL, ANTHONY A & ANITA E; JT
535 N PUGSLEY ST
SALT LAKE CITY, UT 84103-1328

[08-36-103-020-0000]
WHORTON, WILLIAM A & ANNJEANETTE; JT
630 W 500 N
SALT LAKE CITY, UT 84116-3417

[08-36-304-014-0000]
MOSQUERA, VICTOR R; ET AL
237 N 600 W
SALT LAKE CITY, UT 84116-3401

[08-36-129-025-0000]
EGGERT, RANDALL H & BARRAL,
FRANCE B; JT
563 N PUGSLEY ST
SALT LAKE CITY, UT 84103-1328

[08-36-103-028-0000]
JOHNSON, AARON
646 W 500 N
SALT LAKE CITY, UT 84116-3417

[08-36-305-002-0000]
JOHNSON, ARDIE KAY
264 N 600 W
SALT LAKE CITY, UT 84116-3463

[08-36-304-051-0000]
ARCHULETA, RAITOS L
245 N RENDON CT
SALT LAKE CITY, UT 84116-3418

[08-36-128-033-0000]
A H L UTAH
560 N 500 W
SALT LAKE CITY, UT 84116-3429

[08-36-303-001-0000]
BARAJAS, JORGE & MARIA D; JT
326 N 600 W
SALT LAKE CITY, UT 84116-3439

[08-36-304-049-0000]
SAMORA, ANITA L & LEE; JT
261 N RENDON CT
SALT LAKE CITY, UT 84116-3418

[08-36-154-022-0000]
SMITH, REED G
347 N 600 W
SALT LAKE CITY, UT 84116-3438

[08-36-127-010-0000]
DEVENPORT, JEFFREY W & SHAUNA R
358 W 600 N
SALT LAKE CITY, UT 84103-1320

[08-36-304-053-0000]
SUBARDJO, DAHONO & SARA J; JT
278 N RENDON CT
SALT LAKE CITY, UT 84116-3419

[08-36-155-005-0000]
RENDON, ROBERT B
356 N 600 W
SALT LAKE CITY, UT 84116-3464

[08-36-126-009-0000]
MAY FOUNDRY & MACHINE CO
454 W 600 N
SALT LAKE CITY, UT 84103-1322

[08-36-304-046-0000]
KAMAI, BRUCE & SONIA IM; JT
287 N RENDON CT
SALT LAKE CITY, UT 84116-3418

[08-36-155-003-0000]
ILOA, HINGANO & LOUAKI K; JT
368 N 600 W
SALT LAKE CITY, UT 84116-3464

[08-36-354-003-0000]
MARTINES, SHARON M; TR
36 N 600 W
SALT LAKE CITY, UT 84116-3433

[08-36-452-005-0000]
UTAH STATE BUILDING
OWNERSHIP AUTHORITY
450 N STATE ST #4110
SALT LAKE CITY, UT 84114

[08-36-154-040-0000]
GIRON, ANNA MARIE
375 N 600 W
SALT LAKE CITY, UT 84116-3465

[08-36-351-031-0000]
ROBINSON, JON J; TR
129 N 600 W
SALT LAKE CITY, UT 84116-3434

[08-36-177-012-0000]
BLISS, ANNA C
27 S UNIVERSITY ST
SALT LAKE CITY, UT 84102-1813

[08-36-151-028-0000]
THIEBAULT, THOMAS
423 N 600 W
SALT LAKE CITY, UT 84116-3440

[08-36-304-019-0000]
BENEDICT, HEATHER
209 N 600 W
SALT LAKE CITY, UT 84116-3436

[08-36-179-006-0000]
ZABKA, MILAN
616 N WALL ST
SALT LAKE CITY, UT 84103-1830

[08-36-151-012-0000]
LEDESMA, JUAN SR & AUDELIA M; JT
427 N 600 W
SALT LAKE CITY, UT 84116-3440

[08-36-305-003-0000]
MONTROYA, LEO
246 N 600 W
SALT LAKE CITY, UT 84116-3463

[08-36-305-063-0000]
RIDDLE, LESLIE P & HOOD, JANA;
JT
2929 E WARDWAY DR
SALT LAKE CITY, UT 84124-2037

[08-36-156-015-0000]
SWEENEY, JOHN J III & SWEENEY, ALLYSON; JT
449 N 600 W
SALT LAKE CITY, UT 84116-3440

[08-36-304-043-0000]
RAMIREZ, JOHNNY R
255 N 600 W
SALT LAKE CITY, UT 84116-3401

[08-36-129-006-0000]
EXCHANGE PROPERTIES INC
265 E 8880 S #4
SANDY, UT 84070-2307

[08-36-152-005-0000]
CAHILL, CAITLIN
456 N 600 W
SALT LAKE CITY, UT 84116-3441

[08-36-304-044-0000]
BUSTILLOS, ANTONIETTE
273 N 600 W
SALT LAKE CITY, UT 84116-3401

[08-36-351-033-0000]
SPYGLASS PROPERTIES, LLC
10421 S JORDAN GATE WAY
SOUTH JORDAN, UT 84095

[08-36-152-004-0000]
CARTER, DOUGLAS W
464 N 600 W
SALT LAKE CITY, UT 84116-3441

[08-36-303-002-0000]
OCAMPO, EFRAIN & NORMA; JT
320 N 600 W
SALT LAKE CITY, UT 84116-3439

[15-01-105-006-0000]
WESTERN STATES LODGING
1018 W ATHERTON DR
TAYLORSVILLE, UT 84123-3470

[08-36-152-001-0000]
TEA, CHARLES
468 N 600 W
SALT LAKE CITY, UT 84116-3441

[08-36-302-025-0000]
LOZENCICH, PETER S & FORTIER, CHELENE; JT
327 N 600 W
SALT LAKE CITY, UT 84116-3438

[08-36-129-035-0000]
BINGHAM, SHERRIE &
YOUNGBERG, ROBIN K; JT
4055 W 3830 S
WEST VALLEY, UT 84120-4068

[08-36-103-011-0000]
FIGUEROA, MARY; ET AL
519 N 600 W
SALT LAKE CITY, UT 84116-3442

[08-36-154-023-0000]
HERNANDEZ, ADAM
345 N 600 W
SALT LAKE CITY, UT 84116-3438

[08-36-152-029-0000]
ANDERSON, JERED & JENTZ, DAVE
2116 S 750 W
WOODS CROSS, UT 84087-1740

[08-36-103-025-0000]
FAGEN, LINDA M; TR
539 N 600 W
SALT LAKE CITY, UT 84116-3442

[08-36-177-023-0000]
MILLIGAN, MARK & MILLAGAN, JENNIFER
580 N WESTCAPITOL ST
SALT LAKE CITY, UT 84103-1710

[08-36-129-038-0000]
MAJSTOROVIC, BRANISLAV &
MILENA; JT
529 N PUGSLEY ST
SALT LAKE CITY, UT 84103-1328

[08-36-102-003-0000]
ARCHULETA, PATRICIA M
922 S 800 E
SALT LAKE CITY, UT 84105-1202

[08-36-103-005-0000]
GOLOSHCHAPOV, ANNA
2779 E OAK GROVE DR
SANDY, UT 84092-7137

[08-36-129-034-0000]
BANFORD, KAREN
545 N PUGSLEY ST
SALT LAKE CITY, UT 84103-1328

[08-36-352-002-0000]
STOTT, MICHELLE
446 N 900 W
SALT LAKE CITY, UT 84116-2766

[15-01-101-007-0000]
UTAH TRANSIT AUTHORITY
3600 S 700 W
SOUTH SALT LAKE, UT 84119-

[08-36-129-021-0000]
OLVERA, VALENTIN
575 N PUGSLEY ST
SALT LAKE CITY, UT 84103-1328

[08-36-301-012-0000]
VOLGGER, FRODY
311 N ARGYLE CT
SALT LAKE CITY, UT 84116

[08-36-129-002-0000]
POWELL, HELEN M
5385 S RIDGECREST DR
TAYLORSVILLE, UT 84118-3132

[08-36-304-027-0000]
YEUNG, WING CHIP
246 N RENDON CT
SALT LAKE CITY, UT 84116-3419

[08-36-302-019-0000]
CUNNINGHAM, JOAN E
322 N ARGYLE CT
SALT LAKE CITY, UT 84116

[08-36-129-001-0000]
MARTINEZ, JOHN M; TR ET AL
3859 W SUGAR BEET DR
WEST VALLEY, UT 84120-3369

[08-36-304-056-0000]
HOLLOWAY, BERT & TIFANI; JT
254 N RENDON CT
SALT LAKE CITY, UT 84116-3419

[08-36-302-022-0000]
CANNON, LAURA J
328 N ARGYLE CT
SALT LAKE CITY, UT 84116

[08-36-352-009-0000]
SMITH, KIRK A & HALL, JUDY; JT
1349 W 1300 S
WOODS CROSS, UT 84087

[08-36-304-054-0000]
CHESTER, CARLYN
270 N RENDON CT
SALT LAKE CITY, UT 84116-3419

[08-36-154-056-0000]
JORDAN-HORNOR, SANDRA
340 N ARGYLE CT
SALT LAKE CITY, UT 84116

[08-36-104-005-0000]
ADMIRAL BEVERAGE CORPORATION
PO BOX 726
WORLAND, WY 82401

[08-36-304-052-0000]
TRISHMAN, CINDY LOU R &
ROBERT D, JR.; JT
286 N RENDON CT
SALT LAKE CITY, UT 84116-3419

[08-36-305-057-0000]
CHEN, HUI-CHUN & HSUEH-HWA HSU; JT
241 N BLISS CT
SALT LAKE CITY, UT 84116-3423

[08-36-152-018-0000]
DLP PROPERTIES INC
1530 S MAIN ST
SALT LAKE CITY, UT 84115-5316

[08-36-155-023-0000]
DRAWN, GARY U
522 W SHORTLINE AVE
SALT LAKE CITY, UT 84116-3458

[08-36-305-071-0000]
MORAN, SUSAN E
244 N BLISS CT
SALT LAKE CITY, UT 84116-3421

[08-36-329-007-0000]
SLHNET INVESTMENTS LC
48 W MARKET ST #200
SALT LAKE CITY, UT 84101-2128

[08-36-302-021-0000]
GOMEZ, MARGARITA & PERALES,
GRACIELA; TC
1788 N STALLION LN
SALT LAKE CITY, UT 84116

[08-36-305-069-0000]
WOODLAND, JASON W
248 N BLISS CT
SALT LAKE CITY, UT 84116-3421

[08-36-455-008-0000]
CORP OF PB OF CH OF JC OF LDS
50 E NORTHTEMPLE ST
SALT LAKE CITY, UT 84150-9001

[08-36-154-015-0000]
SALT LAKE COUNTY
2001 S STATE ST #N4500
SALT LAKE CITY, UT 84190-0002

[08-36-305-068-0000]
EGE, JUDY
254 N BLISS CT
SALT LAKE CITY, UT 84116-3421

[08-36-355-002-0000]
SALT LAKE CITY CORPORATION
PO BOX 145455
SALT LAKE CITY, UT 84114-5455

[08-36-305-001-0000]
SALT LAKE BOYS & GIRLS CLUB,
INC
968 E SUGARMONT DR
SALT LAKE CITY, UT 84106-2347

[08-36-305-065-0000]
CARRASCO, JACK A
260 N BLISS CT
SALT LAKE CITY, UT 84116-3421

[08-36-354-022-0000]
STATE ROAD COMMISSION OF UTAH
PO BOX 148420
SALT LAKE CITY, UT 84114-8420

[08-36-351-025-0000]
SINE, JERRY; ET AL
824 N TERRACE HILLS DR
SALT LAKE CITY, UT 84103-4021

[08-36-305-062-0000]
WELLS, KEITH
272 N BLISS CT
SALT LAKE CITY, UT 84116-3421

[08-36-352-013-0000]
PUCKETT, BILL D
PO BOX 16656
SALT LAKE CITY, UT 84116-0656

[08-36-152-046-0000]
PACE, ALMA-CHERIE
375 N VIRGINIA ST
SALT LAKE CITY, UT 84103-4229

[08-36-305-047-0000]
TORRES, HOMER J
275 N BLISS CT
SALT LAKE CITY, UT 84116-3423

[15-01-101-004-0000]
THOMAS, DOMES
PO BOX 27807
SALT LAKE CITY, UT 84127-0807

[08-36-351-028-0000]
DUPLEX 635 LLC
1324 W WALNUT DR
SALT LAKE CITY, UT 84116-2552

[08-36-305-059-0000]
SMITH, HAILEY
278 N BLISS CT
SALT LAKE CITY, UT 84116-3421

[08-36-176-015-0000]
D IZZY STUDIOS LLC
PO BOX 4142
SALT LAKE CITY, UT 84110-4142

[08-36-151-038-0000]
SHERMAN, MARY C
630 W HODGES LN
SALT LAKE CITY, UT 84116

[08-36-305-073-0000]
NOLAN, ALAN R & WENDY M; JT
25 W BURTON AVE #7
SALT LAKE CITY, UT 84115-2665

[08-36-377-019-0000]
PROPERTY RESERVE INC
PO BOX 511196
SALT LAKE CITY, UT 84151-1196

[08-36-156-011-0000]
MORRISON, MATTHEW S &
THAMMAVONG, JERDRAVEE; JT
639 W HODGES LN
SALT LAKE CITY, UT 84116

[08-36-128-031-0000]
JEPPESON, ALLEN & HASLAM, MICHAEL G; TC
1346 N COLORADO ST
SALT LAKE CITY, UT 84116

[08-36-129-023-0000]
MAESTAS, MICHAEL
PO BOX 734
SALT LAKE CITY, UT 84110-0734

[08-36-304-021-0000]
CARTER, COLLEEN; TR
1810 W INDIANA AVE
SALT LAKE CITY, UT 84104-3607

[08-36-154-049-0000]
PARK, HUNG-YOUNG & KYUNG-JA; JT
346 N EDMONDS PL
SALT LAKE CITY, UT 84116-3446

[08-36-177-026-0000]
MATTS, RUTH A
467 N PUGSLEY ST
SALT LAKE CITY, UT 84103-1254

[08-36-104-002-0000]
GRUTTER, DELIA & GRUTTER-
JONES, PATRICIA G; JT
1187 E LAIRD AVE
SALT LAKE CITY, UT 84105-1907

[08-36-152-025-0000]
MAESTAS, LLOYD & DOROTHY; JT
458 N ERIE ST
SALT LAKE CITY, UT 84116-3447

[08-36-156-004-0000]
SOEKOTJO, THAM M & SUTARTO, PATRICIA; JT
434 N HODGES LN
SALT LAKE CITY, UT 84116-1280

[08-36-176-009-0000]
EVANS DEVELOPMENT GROUP LLC
299 S MAIN ST #1300
SALT LAKE CITY, UT 84111-0477

[08-36-302-014-0000]
OCAMPO, LORENZO & GARCIA, MARIA; JT
1367 N GENERAL DR
SALT LAKE CITY, UT 84116-4700

[08-36-156-014-0000]
PLUMMER, CHRISTOPHER A & ANNETTE; JT
621 W HODGES LN
SALT LAKE CITY, UT 84116

[08-36-154-020-0000]
KUCZMA, MIKE
631 W GUNNELL PL
SALT LAKE CITY, UT 84116

[08-36-102-015-0000]
BROUSE, DONALD
622 W GIRARD AVE
SALT LAKE CITY, UT 84116

[08-36-452-011-0000]
CROWN BURGER #2
118 N 300 W
Salt Lake City, Utah 84103

[08-36-128-026-0000]
CP INDUSTRIES LLC
560 N 500 W
Salt Lake City, Utah 84103

[08-36-102-005-0000]
ACTUATED PROTO TYPE
632 W GIRARD AVE
Salt Lake City, Utah 84116

[08-36-179-004-0000]
MAGIC NICKEL ADVERTISING INC
357 W 400 N
Salt Lake City, Utah 84103

[08-36-127-003-0000]
POWER ENGINEERING COMPANY
INC
364 W 600 N
Salt Lake City, Utah 84103

[08-36-127-001-0000]
REX INDUSTRIES INC
630 N 400 W
Salt Lake City, Utah 84103

[08-36-353-018-0000]
MANE STATION THE
631 W NORTH TEMPLE ST #300
Salt Lake City, Utah 84116

[08-36-457-001-0000]
BONNEVILLE INTERNATIONAL
CORPORATION
55 N 300 W
Salt Lake City, Utah 84103

[08-36-457-001-0000]
HANSEN BARNETT & MAXWELL
55 N 300 W #750
Salt Lake City, Utah 84103

[08-36-152-037-0000]
SIGNATURE BOOKS INC
564 W 400 N
Salt Lake City, Utah 84116

[08-36-126-007-0000]
MAY FOUNDRY & MACHINE
COMPANY
454 W 600 N
Salt Lake City, Utah 84103

[08-36-176-001-0000]
KWIK VENDING SERVICE INC
451 W 500 N
Salt Lake City, Utah 84103

[08-36-328-007-0000]
CARRIAGE FOR HIRE
428 W 200 N
Salt Lake City, Utah 84103

[08-36-354-023-0000]
AHO APPARATUS SERVICE SHOP
14 N 600 W
Salt Lake City, Utah 84116

[08-36-153-012-0000]
MARSHALL A W COMPANY
437 N 500 W
Salt Lake City, Utah 84116

[08-36-178-001-0000]
CUTIE PIE CORPORATION
443 W 400 N
Salt Lake City, Utah 84103

[08-36-128-026-0000]
DYCHEM INTERNATIONAL LLC
560 N 500 W
Salt Lake City, Utah 84103

[08-36-457-001-0000]
ZIONS SECURITIES COMPANY
55 N 300 W #450
Salt Lake City, Utah 84103

[08-36-451-006-0000]
HOWARD JOHNSON EXPRESS INN
121 N 300 W
Salt Lake City, Utah 84103

[08-36-102-005-0000]
R & R CULTURED MARBLE & ONYX
640 W GIRARD AVE
Salt Lake City, Utah 84116

[08-36-305-076-0000]
DIAMOND MATTRESS INC
509 W 300 N
Salt Lake City, Utah 84116

[08-36-376-014-0000]
FIDELITY INVESTMENTS
49 N 400 W
Salt Lake City, Utah 84103

[08-36-305-044-0000]
SEDONA APARTMENTS
562 W 200 N
Salt Lake City, Utah 84116

[08-36-179-001-0000]
R L BOILER SALES SERVICES
375 W 400 N
Salt Lake City, Utah 84103

[08-36-152-017-0000]
DLP PROPERTIES INC
555 W 500 N
Salt Lake City, Utah 84116

[08-36-305-045-0000]
A POCKETFUL OF POSIES
279 N BLISS CT
Salt Lake City, Utah 84116

[08-36-104-012-0000]
M AND M DISTRIBUTING
531 W 600 N
Salt Lake City, Utah 84116

[08-36-352-025-0000]
SUMP & TRAP CLEANING
155 N 500 W
Salt Lake City, Utah 84116

[08-36-126-010-0000]
SOUP KITCHEN RESTAURANT
422 W 600 N
Salt Lake City, Utah 84103

[08-36-103-005-0000]
GP 7
637 W GIRARD AVE
Salt Lake City, Utah 84116

[08-36-352-024-0000]
GATEWAY STORAGE & TRUCKS
523 W 200 N
Salt Lake City, Utah 84116

[08-36-353-018-0000]
CREACIONES PATRICIA
631 W NORTH TEMPLE ST #100
Salt Lake City, Utah 84116

[08-36-177-040-0000]
OUT OF THE EARTH
451 N PUGSLEY ST
Salt Lake City, Utah 84103

[08-36-326-001-0000]
ERKELENS & OLSON AUCTIONEERS
430 W 300 N
Salt Lake City, Utah 84103

[08-36-376-005-0000]
CITY CAFE LLC
105 N 400 W
Salt Lake City, Utah 84103

[08-36-376-013-0000]
CHICOS FAS INC #164
11 N RIO GRANDE ST
Salt Lake City, Utah 84103

[08-36-129-007-0000]
OVERSON: ANETTE
546 N 400 W
Salt Lake City, Utah 84103

[08-36-305-051-0000]
PENNY GOODWIN
251 N BLISS CT
Salt Lake City, Utah 84116

[08-36-457-001-0000]
COMPUTER EQUIPMENT SALES COMPA
55 N 300 W #750
Salt Lake City, Utah 84103

[08-36-376-005-0000]
CARTER AND BURGESS INC
155 N 400 W #550
Salt Lake City, Utah 84103

[08-36-376-005-0000]
ALAMO/NATIONAL CAR RENTAL
155 N 400 W #200
Salt Lake City, Utah 84103

[08-36-305-055-0000]
UTAH AGRICULTURE TECHNOLOGY
239 N BLISS CT
Salt Lake City, Utah 84116

[08-36-127-003-0000]
ENVIROAG TECHNOLOGIES, LLC
364 W 600 N
Salt Lake City, Utah 84103

[08-36-102-009-0000]
Residents
630 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-176-025-0000]
WASATCH DELI PROVISIONS INC
443 N 400 W
Salt Lake City, Utah 84116

[08-36-376-013-0000]
NORTEL NETWORKS INC
41 N RIO GRANDE ST #100
Salt Lake City, Utah 84103

[08-36-102-010-0000]
Residents
614 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-376-005-0000]
SMART BOMB INTERACTIVE
105 N 400 W
Salt Lake City, Utah 84103

[08-36-153-010-0000]
DAYSPRING INTERNATIONAL LLC
521 W 500 N
Salt Lake City, Utah 84116

[08-36-102-010-0000]
Residents
630 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-305-053-0000]
PENNY GOODWIN
251 N BLISS CT
Salt Lake City, Utah 84116

[08-36-353-018-0000]
CITIFRONT APARTMENTS
631 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-36-102-013-0000]
Residents
614 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-178-002-0000]
SPRING AIR WEST, L.L.C.
402 W 300 N
Salt Lake City, Utah 84103

[08-36-305-041-0000]
NILLA'S HOTROD CAFE
510 W 200 N
Salt Lake City, Utah 84116

[08-36-102-013-0000]
Residents
630 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-102-007-0000]
DC SNAPS, INC.
608 W GIRARD AVE
Salt Lake City, Utah 84116

[08-36-151-022-0000]
REMINGTON COMMERCIAL ADVISORS
634 W 400 N
Salt Lake City, Utah 84116

[08-36-102-015-0000]
Residents
614 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-352-010-0000]
WASATCH PROPERTY GROUP OF UTAH
162 N 600 W
Salt Lake City, Utah 84116

[08-36-154-056-0000]
JK ENTERPRISES
340 N ARGYLE CT
Salt Lake City, Utah 84116

[08-36-102-015-0000]
Residents
630 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-305-041-0000]
OTTS SIGNS AND LETTERING
510 W 200 N
Salt Lake City, Utah 84116

[08-36-376-005-0000]
MORIE
105 N 400 W
Salt Lake City, Utah 84103

[08-36-102-016-0000]
Residents
614 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-451-008-0000]
SUBWAY
103 N 300 W
Salt Lake City, Utah 84103

[08-36-179-002-0000]
SING/ SUZANNE'S IMPROVISATIONAL NEW GENRE
367 W 400 N
Salt Lake City, Utah 84103

[08-36-102-016-0000]
Residents
630 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-305-041-0000]
ATLANTIS LOGISTICS, INC
510 W 200 N
Salt Lake City, Utah 84116

[08-36-102-005-0000]
COUNTER CULTURE CONCRETE DESIGNS INC.
626 W GIRARD AVE
Salt Lake City, Utah 84116

[08-36-102-018-0000]
Residents
614 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-305-041-0000]
TRACKSIDE LLC
510 W 200 N
Salt Lake City, Utah 84116

[08-36-376-013-0000]
FOREVER 21
25 N RIO GRANDE ST
Salt Lake City, Utah 84103

[08-36-102-018-0000]
Residents
630 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-305-041-0000]
COOK BROTHERS AUTO, INC
510 W 200 N
Salt Lake City, Utah 84116

[08-36-351-013-0000]
CJM PROPERTIES LLC
159 N 600 W
Salt Lake City, Utah 84116

[08-36-103-006-0000]
Residents
625 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-376-005-0000]
ALBERTSONS #70012
155 N 400 W
Salt Lake City, Utah 84103

[08-36-128-030-0000]
STEVE EIFFLER WELDING
448 W 500 N
Salt Lake City, Utah 84103

[08-36-103-010-0000]
Residents
523 N 600 W
Salt Lake City, Utah 84116-3442

[08-36-305-041-0000]
DEBREEZE AUTOMOTIVE LLC
510 W 200 N #2
Salt Lake City, Utah 84116

[08-36-376-013-0000]
EQ RESOURCES INC
41 N RIO GRANDE ST #104
Salt Lake City, Utah 84103

[08-36-103-012-0000]
Residents
515 N 600 W
Salt Lake City, Utah 84116-3442

[08-36-152-013-0000]
PRAGMATIC DESIGN LLC
412 N 600 W
Salt Lake City, Utah 84116

[08-36-376-005-0000]
EAT SLEEP PLAY INC
155 N 400 W #510
Salt Lake City, Utah 84103

[08-36-103-019-0000]
Residents
604 W 500 N
Salt Lake City, Utah 84116-3417

[08-36-176-022-0000]
RRTNA
425 N 400 W
Salt Lake City, Utah 84103

[08-36-305-041-0000]
FRONT END GRILLE
510 W 200 N
Salt Lake City, Utah 84116

[08-36-104-008-0000]
Residents
514 N 600 W
Salt Lake City, Utah 84116-3443

[08-36-177-007-0000]
FLINT PHOTOGRAPHY
440 N 400 W #B
Salt Lake City, Utah 84103

[08-36-305-041-0000]
JT AUTO BODY
510 W 200 N #SHOP 6
Salt Lake City, Utah 84116

[08-36-104-018-0000]
Residents
578 W 500 N
Salt Lake City, Utah 84116-3415

[08-36-128-030-0000]
INTERWEST TRUCK & TRACTOR LLC
448 W 500 N
Salt Lake City, Utah 84103

[08-36-305-041-0000]
ELEGANT AFFAIRS
510 W 200 N #10
Salt Lake City, Utah 84116

[08-36-126-010-0000]
Residents
404 W 600 N
Salt Lake City, Utah 84103

[08-36-376-005-0000]
EDSOUP.COM
155 N 400 W #180
Salt Lake City, Utah 84103

[08-36-353-018-0000]
MANE STATION, THE
631 W NORTH TEMPLE ST
Salt Lake City, Utah 84116

[08-36-127-009-0000]
Residents
625 N PUGSLEY ST
Salt Lake City, Utah 84103-1330

[08-36-177-021-0000]
5TH NORTH, LLC
359 W 500 N
Salt Lake City, Utah 84103

[08-36-376-013-0000]
REACT IN TIME
25 N RIO GRANDE ST #KIOSK
Salt Lake City, Utah 84103

[08-36-127-011-0000]
Residents
352 W 600 N
Salt Lake City, Utah 84103-1320

[08-36-376-013-0000]
PPM ENERGY INC
41 N RIO GRANDE ST #105
Salt Lake City, Utah 84103

[08-36-103-028-0000]
PENTASYS RESEARCH CORPORATION
646 W 500 N
Salt Lake City, Utah 84116

[08-36-128-002-0000]
Residents
455 W 600 N
Salt Lake City, Utah 84103-1323

[08-36-303-003-0000]
COURTESAN TAPESTRY
576 W 300 N
Salt Lake City, Utah 84116

[08-36-102-005-0000]
Residents
614 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-128-025-0000]
Residents
503 N 400 W
Salt Lake City, Utah 84103-1311

[08-36-155-025-0000]
MOUNTAIN POWER CONSTRUCTION COMPANY
375 N 500 W
Salt Lake City, Utah 84116

[08-36-102-005-0000]
Residents
630 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-128-025-0000]
Residents
519 N 400 W
Salt Lake City, Utah 84103-1311

[08-36-376-013-0000]
RESOURCE SYSTEMS GROUP INC
41 N RIO GRANDE ST #106
Salt Lake City, Utah 84103

[08-36-102-007-0000]
Residents
614 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-128-032-0000]
Residents
565 N 400 W
Salt Lake City, Utah 84103-1311

[08-36-128-030-0000]
J.S. MILLER CONSTRUCTION CO
448 W 500 N
Salt Lake City, Utah 84103

[08-36-102-007-0000]
Residents
630 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-129-002-0000]
Residents
572 N 400 W
Salt Lake City, Utah 84103-1310

[08-36-376-005-0000]
AUTOMATIC DISCIPLINE INC
155 N 400 W #135
Salt Lake City, Utah 84103

[08-36-102-009-0000]
Residents
614 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-129-003-0000]
Residents
568 N 400 W
Salt Lake City, Utah 84103-1310

[08-36-180-002-0000]
CUISINE UNLIMITED
336 N 400 W
Salt Lake City, Utah 84103

[08-36-129-006-0000]
Residents
554 N 400 W
Salt Lake City, Utah 84103-1310

[08-36-154-029-0000]
Residents
351 N 600 W
Salt Lake City, Utah 84116-3438

[08-36-102-005-0000]
Residents
622 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-129-010-0000]
Residents
524 N 400 W
Salt Lake City, Utah 84103-1310

[08-36-154-031-0000]
Residents
335 N 600 W
Salt Lake City, Utah 84116-3438

[08-36-102-005-0000]
Residents
636 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-129-013-0000]
Residents
364 W 500 N
Salt Lake City, Utah 84103-1240

[08-36-154-032-0000]
Residents
333 N 600 W
Salt Lake City, Utah 84116-3438

[08-36-102-007-0000]
Residents
622 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-129-016-0000]
Residents
371 W 600 N
Salt Lake City, Utah 84103-1321

[08-36-154-049-0000]
Residents
346 N EDMONDS PL
Salt Lake City, Utah 84116-3446

[08-36-102-007-0000]
Residents
636 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-129-021-0000]
Residents
575 N PUGSLEY ST
Salt Lake City, Utah 84103-1328

[08-36-155-003-0000]
Residents
368 N 600 W
Salt Lake City, Utah 84116-3464

[08-36-102-009-0000]
Residents
622 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-129-024-0000]
Residents
565 N PUGSLEY ST
Salt Lake City, Utah 84103-1328

[08-36-155-005-0000]
Residents
358 N 600 W
Salt Lake City, Utah 84116-3464

[08-36-102-009-0000]
Residents
636 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-151-003-0000]
Residents
633 W 500 N
Salt Lake City, Utah 84116-3416

[08-36-155-007-0000]
Residents
346 N 600 W
Salt Lake City, Utah 84116-3464

[08-36-102-010-0000]
Residents
622 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-151-012-0000]
Residents
427 N 600 W
Salt Lake City, Utah 84116-3440

[08-36-155-010-0000]
Residents
520 W SHORTLINE AVE
Salt Lake City, Utah 84116-3458

[08-36-102-010-0000]
Residents
636 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-151-021-0000]
Residents
638 W 400 N
Salt Lake City, Utah 84116-3413

[08-36-155-013-0000]
Residents
549 W 400 N
Salt Lake City, Utah 84116-3410

[08-36-102-013-0000]
Residents
622 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-151-024-0000]
Residents
624 W 400 N
Salt Lake City, Utah 84116-3413

[08-36-155-014-0000]
Residents
543 W 400 N #REAR
Salt Lake City, Utah 84116-3410

[08-36-102-013-0000]
Residents
636 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-151-029-0000]
Residents
423 N 600 W
Salt Lake City, Utah 84116-3440

[08-36-155-026-0000]
Residents
529 W 400 N
Salt Lake City, Utah 84116-3410

[08-36-102-015-0000]
Residents
622 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-152-002-0000]
Residents
466 N 600 W
Salt Lake City, Utah 84116-3441

[08-36-176-003-0000]
Residents
423 W 500 N
Salt Lake City, Utah 84103-1243

[08-36-102-015-0000]
Residents
636 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-152-007-0000]
Residents
454 N 600 W
Salt Lake City, Utah 84116-3441

[08-36-177-001-0000]
Residents
375 W 500 N
Salt Lake City, Utah 84103-1241

[08-36-102-016-0000]
Residents
622 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-152-011-0000]
Residents
424 N 600 W
Salt Lake City, Utah 84116-3441

[08-36-177-004-0000]
Residents
460 N 400 W
Salt Lake City, Utah 84103-1229

[08-36-102-016-0000]
Residents
636 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-152-014-0000]
Residents
578 W 400 N
Salt Lake City, Utah 84116-3411

[08-36-177-008-0000]
Residents
430 N 400 W
Salt Lake City, Utah 84103-1229

[08-36-102-018-0000]
Residents
622 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-152-016-0000]
Residents
565 W 500 N
Salt Lake City, Utah 84116-3471

[08-36-177-013-0000]
Residents
374 W 400 N
Salt Lake City, Utah 84103-1224

[08-36-102-018-0000]
Residents
636 W GIRARD AVE
Salt Lake City, Utah 84116-3449

[08-36-152-023-0000]
Residents
448 N TUTTLE CT
Salt Lake City, Utah 84116-3459

[08-36-177-017-0000]
Residents
364 W 400 N
Salt Lake City, Utah 84103-1224

[08-36-103-010-0000]
Residents
521 N 600 W
Salt Lake City, Utah 84116-3442

[08-36-152-023-0000]
Residents
454 N TUTTLE CT
Salt Lake City, Utah 84116-3459

[08-36-177-020-0000]
Residents
346 W 400 N
Salt Lake City, Utah 84103-1224

[08-36-103-011-0000]
Residents
519 N 600 W
Salt Lake City, Utah 84116-3442

[08-36-152-023-0000]
Residents
464 N TUTTLE CT #1/2
Salt Lake City, Utah 84116-3459

[08-36-177-021-0000]
Residents
365 W 500 N
Salt Lake City, Utah 84103-1241

[08-36-103-018-0000]
Residents
616 W 500 N
Salt Lake City, Utah 84116-3417

[08-36-152-028-0000]
Residents
444 N ERIE ST
Salt Lake City, Utah 84116-3447

[08-36-177-023-0000]
Residents
355 W 500 N
Salt Lake City, Utah 84103-1241

[08-36-104-004-0000]
Residents
536 N 600 W
Salt Lake City, Utah 84116-3466

[08-36-153-002-0000]
Residents
515 W 500 N
Salt Lake City, Utah 84116-3414

[08-36-177-030-0000]
Residents
447 N PUGSLEY ST
Salt Lake City, Utah 84103-1254

[08-36-104-018-0000]
Residents
576 W 500 N
Salt Lake City, Utah 84116-3415

[08-36-153-009-0000]
Residents
508 W 400 N
Salt Lake City, Utah 84116-3411

[08-36-178-001-0000]
Residents
443 W 400 N #BLDG 2
Salt Lake City, Utah 84103-1227

[08-36-126-007-0000]
Residents
454 W 600 N #BLDG 2
Salt Lake City, Utah 84103-1322

[08-36-154-005-0000]
Residents
625 W 400 N
Salt Lake City, Utah 84116-3412

[08-36-179-005-0000]
Residents
351 W 400 N
Salt Lake City, Utah 84103-1225

[08-36-127-003-0000]
Residents
374 W 600 N
Salt Lake City, Utah 84103-1320

[08-36-154-018-0000]
Residents
624 W GUNNELL PL
Salt Lake City, Utah 84116-3451

[08-36-179-007-0000]
Residents
351 W 400 N
Salt Lake City, Utah 84103-1225

[08-36-127-011-0000]
Residents
350 W 600 N
Salt Lake City, Utah 84103-1320

[08-36-154-023-0000]
Residents
345 N 600 W
Salt Lake City, Utah 84116-3438

[08-36-302-010-0000]
Residents
630 W 300 N
Salt Lake City, Utah 84116-3409

[08-36-127-012-0000]
Residents
346 W 600 N
Salt Lake City, Utah 84103-1320

[08-36-302-014-0000]
Residents
315 N 600 W
Salt Lake City, Utah 84116-3438

[08-36-329-001-0000]
Residents
315 W 300 N
Salt Lake City, Utah 84103-1113

[08-36-128-005-0000]
Residents
431 W 600 N
Salt Lake City, Utah 84103-1323

[08-36-302-016-0000]
Residents
606 W 300 N
Salt Lake City, Utah 84116-3409

[08-36-351-004-0000]
Residents
622 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3455

[08-36-128-025-0000]
Residents
503 N 400 W #BLDG 3
Salt Lake City, Utah 84103-1311

[08-36-303-004-0000]
Residents
570 W 300 N
Salt Lake City, Utah 84116-3407

[08-36-351-011-0000]
Residents
613 W 200 N
Salt Lake City, Utah 84116-3404

[08-36-128-028-0000]
Residents
478 W 500 N
Salt Lake City, Utah 84103-1242

[08-36-303-005-0000]
Residents
568 W 300 N
Salt Lake City, Utah 84116-3407

[08-36-351-013-0000]
Residents
157 N 600 W
Salt Lake City, Utah 84116-3434

[08-36-129-001-0000]
Residents
578 N 400 W
Salt Lake City, Utah 84103-1310

[08-36-303-008-0000]
Residents
315 N 500 W
Salt Lake City, Utah 84116-3424

[08-36-351-016-0000]
Residents
147 N 600 W
Salt Lake City, Utah 84116-3434

[08-36-129-003-0000]
Residents
566 N 400 W
Salt Lake City, Utah 84103-1310

[08-36-304-007-0000]
Residents
265 N 600 W
Salt Lake City, Utah 84116-3401

[08-36-351-020-0000]
Residents
614 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3455

[08-36-129-005-0000]
Residents
558 N 400 W
Salt Lake City, Utah 84103-1310

[08-36-304-014-0000]
Residents
235 N 600 W
Salt Lake City, Utah 84116-3401

[08-36-352-002-0000]
Residents
575 W 200 N
Salt Lake City, Utah 84116-3402

[08-36-129-009-0000]
Residents
534 N 400 W
Salt Lake City, Utah 84103-1310

[08-36-304-018-0000]
Residents
217 N 600 W
Salt Lake City, Utah 84116-3436

[08-36-352-010-0000]
Residents
160 N 600 W
Salt Lake City, Utah 84116-3462

[08-36-129-012-0000]
Residents
376 W 500 N
Salt Lake City, Utah 84103-1240

[08-36-304-024-0000]
Residents
618 W 200 N
Salt Lake City, Utah 84116-3467

[08-36-352-026-0000]
Residents
540 W NORTH TEMPLE ST
#BLDG 2
Salt Lake City, Utah 84116-3453

[08-36-129-015-0000]
Residents
356 W 500 N
Salt Lake City, Utah 84103-1240

[08-36-304-032-0000]
Residents
227 N 600 W
Salt Lake City, Utah 84116-3436

[08-36-354-011-0000]
Residents
64 N 600 W
Salt Lake City, Utah 84116-3433

[08-36-129-018-0000]
Residents
359 W 600 N
Salt Lake City, Utah 84103-1321

[08-36-304-032-0000]
Residents
229 N 600 W
Salt Lake City, Utah 84116-3436

[08-36-354-014-0000]
Residents
50 N 600 W
Salt Lake City, Utah 84116-3433

[08-36-129-023-0000]
Residents
567 N PUGSLEY ST
Salt Lake City, Utah 84103-1328

[08-36-305-003-0000]
Residents
260 N 600 W
Salt Lake City, Utah 84116-3463

[08-36-354-016-0000]
Residents
36 N 600 W #REAR
Salt Lake City, Utah 84116-3433

[08-36-129-035-0000]
Residents
543 N PUGSLEY ST
Salt Lake City, Utah 84103-1328

[08-36-305-005-0000]
Residents
246 N 600 W
Salt Lake City, Utah 84116-3463

[08-36-376-005-0000]
Residents
135 N 400 W
Salt Lake City, Utah 84103-1124

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Residents
463 N 600 W
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236 N 600 W
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550 W 100 S
Salt Lake City, Utah 84101-1112

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431 W 300 N #BLDG 2
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632 W 200 N
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626 W 400 N
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322 N ARGYLE CT
Salt Lake City, Utah 84116-3445

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243 N BLISS CT #3
Salt Lake City, Utah 84116-

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604 W 400 N
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337 N ARGYLE CT
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243 N BLISS CT #3
Salt Lake City, Utah 84116-

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Residents
319 N ARGYLE CT
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Salt Lake City, Utah 84116-

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462 N BEAUMONT CT
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276 N BLISS CT #15
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268 N BLISS CT #19
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576 W 400 N
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446 N TUTTLE CT
Salt Lake City, Utah 84116-3459

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272 N BLISS CT #17
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452 N TUTTLE CT
Salt Lake City, Utah 84116-3459

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Salt Lake City, Utah 84116-3447

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627 W 400 N
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625 W GUNNELL PL
Salt Lake City, Utah 84116-3451

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Salt Lake City, Utah 84116-

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256 N BLISS CT #22
Salt Lake City, Utah 84116-

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343 N 600 W
Salt Lake City, Utah 84116-3438

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Salt Lake City, Utah 84116-

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331 N 600 W
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Salt Lake City, Utah 84116-

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258 N BLISS CT
Salt Lake City, Utah 84116-

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Residents
607 W 400 N
Salt Lake City, Utah 84116-3412

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245 N BLISS CT #4
Salt Lake City, Utah 84116-

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254 N BLISS CT #23
Salt Lake City, Utah 84116-

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372 N 600 W
Salt Lake City, Utah 84116-3464

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Salt Lake City, Utah 84116-3464

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579 W 200 N
Salt Lake City, Utah 84116-3402

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344 N 600 W
Salt Lake City, Utah 84116-3464

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Salt Lake City, Utah 84116-

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166 N 600 W
Salt Lake City, Utah 84116-3462

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Residents
334 N 600 W
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523 W 200 N #BLDG 4
Salt Lake City, Utah 84116-3402

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68 N 600 W
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543 W 400 N #A
Salt Lake City, Utah 84116-3410

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Salt Lake City, Utah 84116-

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375 N 500 W #BLDG 2
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Salt Lake City, Utah 84116-

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36 N 600 W
Salt Lake City, Utah 84116-3433

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Residents
415 W 500 N
Salt Lake City, Utah 84103-1243

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246 N BLISS CT
Salt Lake City, Utah 84116-

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125 N 400 W
Salt Lake City, Utah 84103-1124

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Salt Lake City, Utah 84116-

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Residents
536 W 100 S
Salt Lake City, Utah 84101-1112

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458 N 400 W
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244 N BLISS CT
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554 W 100 S
Salt Lake City, Utah 84101-1112

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312 N ARGYLE CT
Salt Lake City, Utah 84116-

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370 W 400 N
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Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116-3445

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360 W 400 N
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Salt Lake City, Utah 84116-

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323 N ARGYLE CT
Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116-

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Residents
363 W 500 N
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Residents
244 N BLISS CT #26
Salt Lake City, Utah 84116-

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Residents
271 N BLISS CT #9
Salt Lake City, Utah 84116-

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353 W 500 N
Salt Lake City, Utah 84103-1241

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238 N BLISS CT
Salt Lake City, Utah 84116-

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Residents
277 N BLISS CT #12
Salt Lake City, Utah 84116-

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Residents
467 N PUGSLEY ST
Salt Lake City, Utah 84103-1254

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242 N BLISS CT #27
Salt Lake City, Utah 84116-

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373 W 400 N
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Residents
633 W 200 N
Salt Lake City, Utah 84116-3404

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627 W 200 N
Salt Lake City, Utah 84116-3404

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358 N 400 W
Salt Lake City, Utah 84103-1228

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Residents
630 W 500 N
Salt Lake City, Utah 84116-3417

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327 N 600 W
Salt Lake City, Utah 84116-3438

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273 N 600 W
Salt Lake City, Utah 84116

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311 N 600 W
Salt Lake City, Utah 84116-3438

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269 N RENDON CT
Salt Lake City, Utah 84116

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253 N BLISS CT #6
Salt Lake City, Utah 84116-

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320 N 600 W
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Salt Lake City, Utah 84116

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270 N RENDON CT
Salt Lake City, Utah 84116

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Salt Lake City, Utah 84116-

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550 W 300 N
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Salt Lake City, Utah 84116

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Salt Lake City, Utah 84116-

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Residents
619 W 300 N
Salt Lake City, Utah 84116-3408

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Residents
19 N RIO GRANDE ST
Salt Lake City, Utah 84103

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Residents
253 N BLISS CT #6
Salt Lake City, Utah 84116-

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245 N 600 W
Salt Lake City, Utah 84116-3401

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Residents
38 N RIO GRANDE ST
Salt Lake City, Utah 84103

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241 N BLISS CT #2
Salt Lake City, Utah 84116-

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215 N 600 W
Salt Lake City, Utah 84116-3436

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630 W HODGES LN
Salt Lake City, Utah 84116

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245 N BLISS CT #4
Salt Lake City, Utah 84116-

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624 W 200 N
Salt Lake City, Utah 84116-3467

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438 N HODGES LN
Salt Lake City, Utah 84116

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243 N BLISS CT #3
Salt Lake City, Utah 84116-

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223 N 600 W
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426 N HODGES LN
Salt Lake City, Utah 84116

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227 N 600 W #REAR 2
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Salt Lake City, Utah 84116

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264 N 600 W
Salt Lake City, Utah 84116-3463

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633 W HODGES LN
Salt Lake City, Utah 84116

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Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116-3463

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Salt Lake City, Utah 84116

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Salt Lake City, Utah 84116-3463

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545 W 300 N
Salt Lake City, Utah 84116-3407

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612 W 200 N
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Salt Lake City, Utah 84103-1120

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Residents
343 N EDMONDS PL
Salt Lake City, Utah 84116-3446

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Salt Lake City, Utah 84116-

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620 W NORTH TEMPLE ST
Salt Lake City, Utah 84116-3455

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440 N 600 W
Salt Lake City, Utah 84116-3441

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35 S 600 W
Salt Lake City, Utah 84101-1005

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606 W NORTH TEMPLE ST #NEW
Salt Lake City, Utah 84116-3455

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330 W SOUTH TEMPLE ST
Salt Lake City, Utah 84103-1100

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278 N BLISS CT #14
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639 W HODGES LN
Salt Lake City, Utah 84116

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246 N BLISS CT #25
Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116

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Salt Lake City, Utah 84103-1254

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Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116-3452

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254 N BLISS CT #23
Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116-3434

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Salt Lake City, Utah 84116

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Salt Lake City, Utah 84116

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Salt Lake City, Utah 84116

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Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116

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Salt Lake City, Utah 84116

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Salt Lake City, Utah 84116-3422

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Salt Lake City, Utah 84116

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256 N BLISS CT #22
Salt Lake City, Utah 84116-

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624 W HODGES LN
Salt Lake City, Utah 84116

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15 N RIO GRANDE ST
Salt Lake City, Utah 84103

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254 N BLISS CT
Salt Lake City, Utah 84116-

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362 N EDMONDS PL
Salt Lake City, Utah 84116-3446

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33 N RIO GRANDE ST
Salt Lake City, Utah 84103

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Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116-

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638 W HODGES LN
Salt Lake City, Utah 84116

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Salt Lake City, Utah 84116-

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Salt Lake City, Utah 84116-

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444 N HODGES LN
Salt Lake City, Utah 84116

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246 N BLISS CT #25
Salt Lake City, Utah 84116-

[08-36-305-073-0000]
Residents
238 N BLISS CT #29
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Salt Lake City, Utah 84116-

5. Planning Commission

**5.A Postmark of Planning Commission Notice
May 26, 2010**

SALT LAKE CITY PLANNING COMMISSION MEETING AGENDA
In Room 326 of the City & County Building at 451 South State Street
Wednesday, May 26, 2010 at 5:45 p.m.

The field trip is scheduled to leave at 4:00 p.m. Dinner will be served to the Planning Commissioners and Staff at 5:00 p.m., in Room 126 **Work Session**—The Planning Commission may discuss project updates and minor administrative matters. This portion of the meeting is open to the public for observation:

Approval of Minutes from Wednesday, April 14 and April 28, 2010
Report of the Chair and Vice Chair
Report of the Director

Petitions 410-761 and 490-06-04 Time Extension for Bouck Village Planned Development (now known as Maeland Subdivision Planned Development)—a request by Monte Yedlin for a time extension for the approval of the Bouck Village Planned Development and preliminary subdivision. The property is located at approximately 1566 West 500 North in a Single Family Residential (R-1/5,000) zoning district. The project was originally approved by the Planning Commission on May 10, 2006. This project is located in Council District 1, represented by Carlton Christensen. (Staff contact: Cheri Coffey at 801-535-6188 or cheri.coffey@slcgov.com)

Public Hearings

1. **PLNHLC2010-00181 Westmoreland Historic District**. A request by the Salt Lake City Council to amend the Salt Lake City Zoning Map and establish an H Historic Preservation Overlay District for the area known as Westmoreland Place. The property is generally located between 1500 and 1600 East and 1300 South and Browning Avenue. This request requires the Historic Landmark Commission and Planning Commission to forward a recommendation to the City Council. The property is zoned R-1-7000 and R-1-5000 (Single-Family Residential District) and is located in City Council District 5, represented by Jill Remington Love. (Staff contact: Janice Lew, 801-535-7625, janice.lew@slcgov.com)
2. **PLNPCM2010-00173: Conditional Use for Crematorium**—A request by Russon Brothers Mortuary for a conditional use to install a crematorium in an existing funeral home located at approximately 255 South 200 East. The property is zoned D-1 Central Business District in City Council District 4, represented by Luke Garrott (Staff contact: Ray Milliner at 801-535-7645 or ray.milliner@slcgov.com).
3. **PLNPCM2010-00132: Conditional Use for an Animal Cremation Service**—A request by Major Street Pet Services for a conditional use to install an animal cremation service in an existing building located at approximately 1727 South Major Street. The property is zoned CC Corridor Commercial in City Council District 5 represented by Jill Remington Love (Staff contact: Ray Milliner at 801-535-7645 or ray.milliner@slcgov.com)
4. **PLNPCM2010-00096 North Temple Boulevard and Vicinity Rezoning**: A request by the Salt Lake City Planning Commission regarding the adoption of the TSA Transit Station Area Zoning District and amending the official zoning map by rezoning certain properties along North Temple Boulevard and other properties in close proximity to the Airport Light Rail Line between approximately 300 West and 2400 West. The properties are located in Council District 1 represented by Carlton Christensen, District 2 represented by Van Turner and District 3 represented by Stan Penfold (Staff contact: Nick Norris at 801-535-6173 or nieknorris@slcgov.com).
5. **PLNPCM2009-00510 North Temple Boulevard Station Area Plans**: a request to the Planning Commission to reconsider the boundaries of the draft Cornell and 1950 West Station Area Plans. The Planning Commission will hold a public hearing to consider a clarification on the station area map within the Cornell and 1950 West Station Areas. A public draft of the plan can be viewed on the project website at www.northtempleboulevard.com. The properties are located in Council Districts 1 represented by Carlton Christensen and District 2 represented by Van Turner. (Staff: Nick Norris at 801.535.6173 or niek.norris@slcgov.com).
6. **PLNPCM2010-00071 900 South Railroad Rezoning**: A request by Mayor Becker to rezone 1.385 acres of land that is currently zoned Open Space to M-1 Light Industrial. The subject property is within the right of way of the Union Pacific Railroad property on the south side of 900 South, between 700 and 800 West. This rezoning is for the south half of the property. The subject property is in Council District 2 represented by Van Turner. (Staff – Cheri Coffey at 801.535.6188 or cheri.coffey@slcgov.com).
7. **PLNPCM2009-01347: Eastside Apartments**: A request by Peg Development LLC for a zoning map amendment to change the zoning at approximately 556 East 300 South (including 419 S 600 East) from RMF-35 (Residential Multi-Family) and RO (Residential Office) to RMU (Residential Mixed-Use). The purpose is to construct a multi-family apartment/senior living complex in Council District 4 represented by Luke Garrott (Staff contact: Doug Dansie at 801-535-6182 or doug.dansie@slcgov.com)

ISSUES ONLY HEARING

8. **PLNSUB2010-00044 Alder-Robinson Subdivision** - a request by Greg Robinson to amend the Amended Plat of the Arcadia Heights Plat A Subdivision. The proposed subdivision is located at approximately 2857 East 2100 South in the FR-3 Foothills Residential zoning district in Council District 7 represented by Council Member Soren Simonsen. (Staff Contact: Wayne Mills at 801-535-7282 or wayne.mills@slcgov.com)

Visit the Planning Division's website at www.slcgov.com/CED/planning for copies of the Planning Commission agendas, staff reports, and minutes. Staff Reports will be posted the Friday prior to the meeting and minutes will be posted two days after they are

ratified, which usually occurs at the next regularly scheduled meeting of the Planning Commission. Planning Commission Meetings may be watched live on SLCTV Channel 17; past meetings are recorded and archived, and may be viewed at www.slctv.com

MEETING GUIDELINES

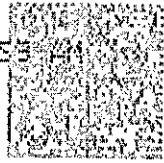
1. Fill out registration card and indicate if you wish to speak and which agenda item you will address.
2. After the staff and petitioner presentations, hearings will be opened for public comment. Community Councils will present their comments at the beginning of the hearing.
3. In order to be considerate of everyone attending the meeting, public comments are limited to two (2) minutes per person, per item. Written comments are welcome and will be provided to the Planning Commission in advance of the meeting if they are submitted to the Planning Division prior to noon the day before the meeting. Written comments should be sent to:


Salt Lake City Planning Commission
PO Box 145480
Salt Lake City UT 84111

4. Speakers will be called by the Chair.
5. Please state your name and your affiliation to the petition or whom you represent at the beginning of your comments.
6. Speakers should address their comments to the Chair. Planning Commission members may have questions for the speaker. Speakers may not debate with other meeting attendees.
7. Speakers should focus their comments on the agenda item. Repetitive comments should be avoided.
8. After those registered have spoken, the Chair will invite other comments. Prior speakers may be allowed to supplement their previous comments at this time.
9. After the hearing is closed, the discussion will be limited among Planning Commissioners and Staff. Under unique circumstances, the Planning Commission may choose to reopen the hearing to obtain additional information.
10. Salt Lake City Corporation complies with all ADA guidelines. People with disabilities may make requests for reasonable accommodation no later than 48 hours in advance in order to attend this meeting. Accommodations may include alternate formats, interpreters, and other auxiliary aids. This is an accessible facility. For questions, requests, or additional information, please contact the Planning Office at 535-7757; TDD 535-6220.

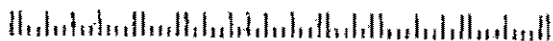
Salt Lake City Planning Commission
PO Box 145480
Salt Lake City UT 84111

STATEMAIL SVCS 05/18/2010 03:55 AM




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 MAILED FROM ZIP CODE 84111

NICK NORRIS
PO BOX 145480
SLC UT 84111



4770 S. 5600 W.
P.O. BOX 704005
WEST VALLEY CITY, UTAH 84170
FED.TAX I.D.# 87-0217663

CUSTOMER'S
COPY

PROOF OF PUBLICATION

CUSTOMER NAME AND ADDRESS	ACCOUNT NUMBER	DATE
PLANNING DIVISION, PO BOX 145480	9001394298	5/24/2010
SALT LAKE CITY UT 84114		

ACCOUNT NAME	
PLANNING DIVISION,	
TELEPHONE	AD ORDER# / INVOICE NUMBER
8015356184	0000578138 /
SCHEDULE	
Start 05/20/2010	End 05/20/2010
CUST. REF. NO.	
PC 5/26/10 Hearing	
CAPTION	
SALT LAKE CITY ZONING AMENDMENTS On Wed	
SIZE	
59 Lines	2.00 COLUMN
TIMES	RATE
4	
MISC. CHARGES	AD CHARGES
TOTAL COST	
203.24	

SALT LAKE CITY ZONING AMENDMENTS.
On Wednesday, May 26, 2010, the Salt Lake City Planning Commission will hold a public hearing to consider making a recommendation to the City Council regarding the following petitions:

PLNPCM2010-00071 - 900 South Railroad Rezoning - A request by Mayor Becker to rezone 1.385 acres of land that is currently zoned Open Space to M-1 Light Industrial. The subject property is within the right of way of the Union Pacific Railroad property on the south side of 900 South, between 700 and 800 West. This rezoning is for the south half of the property.

PLNPCM2009-00346 - Zoning Map Amendment - A request by Mayor Becker to amend the Salt Lake City Zoning Map for properties south of OC Tanner between approximately 2000 South and 2100 South and between State Street and Main Street. The proposed Zoning Map amendment would change the current zoning from Business Park (BP) to Residential Mixed Use RMU-45 and Commercial Corridor (CC) to Residential Mixed Use (RMU).

PLNPCM2010-00096 --North Temple Boulevard and Vicinity Rezoning - A request by the Salt Lake City Planning Commission regarding the adoption of the TSA Transit Station Area Zoning District and amending the official zoning map by rezoning certain properties along North Temple Boulevard and other properties in close proximity to the Airport Light Rail Line between approximately 300 West and 2400 West. The properties are located in Council District 1 represented by Carlfon Christensen, District 2 represented by Van Turner and District 3 represented by Stan Penfold.

PLNPCM2009-00510 - North Temple Boulevard Station Area Plans - A request to the Planning Commission to reconsider the boundaries of the draft Cornell and 1950 West Station Area Plans. The Planning Commission will hold a public hearing to consider a clarification on the station area map within the Cornell and 1950 West Station Areas. A public draft of the plan can be viewed on the project website at www.northtempleboulevard.com.

PLNPCM2009-01347: Eastside Apartments: A request by Peg Development LLC for a zoning map amendment to change the zoning at approximately 556 East 300 South (including 419 S 600 East) from RMF-35 (Residential Multi-Family) and RO (Residential Office) to RMU (Residential Mixed-Use). The purpose is to construct a multi-family apartment/senior living complex.

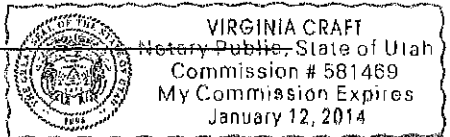
The public hearing will begin at 5:45 p.m. in Room 326 of the City & County Building, 451 South State Street, Salt Lake City, Utah. For more information, please contact the Staff Contact. For special ADA accommodations, which may include alternative formats, interpreters and other auxiliary aids, please contact or call TDD 801-535-6220.

578138 UPAxLP

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY CORPORATION LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF **SALT LAKE CITY ZONING AMENDMENTS On Wed** FOR **PLANNING DIVISION**, WAS PUBLISHED BY THE NEWSPAPER AGENCY CORPORATION, AGENT FOR THE SALT LAKE TRIBUNE AND DESERET NEWS, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINATELY.

PUBLISHED ON Start 05/20/2010 End 05/20/2010

SIGNATURE *Kinda L. Stone* 

DATE 5/24/2010 *Virginia Craft*

THIS IS NOT A STATEMENT BUT A "PROOF OF PUBLICATION"
PLEASE PAY FROM BILLING STATEMENT

5.B Planning Commission Staff Report
May 26, 2010
June 9, 2010

PLANNING COMMISSION STAFF REPORT

TSA TRANSIT STATION AREA ZONING DISTRICT ZONING MAP and TEXT AMENDMENT

PLNPCM2010-00096

May 12, 2010



Planning and Zoning Division
Department of Community and
Economic Development

Applicant: Planning
Commission

Staff: Nick Norris AICP
801-535-6173
Nick.norris@slcgov.com

Council District:
District 1 – Carlton Christensen
District 2 – Van Turner
District 3 – Stan Penfold

Community Council:
Capitol Hill (Polly Hart)
Fairpark (Gordon Storrs)
Polar Grove (Mike Harman)
Jordan Meadows (Angie Vorher)

**Applicable Land Use
Regulations:**

- 21A.50 – Amendments

Notification

- Notice mailed on 4/29/10
- Newspaper ad on 4/30/10
- Agenda posted on the
Planning Division and Utah
Public Meeting Notice
websites 4/29/10

Attachments:

- A. Chapter 21A.26.078 TSA
Zoning District
- B. Transit Station Area
Design Guidelines
- C. Map of TSA Zoning
District
- D. Public Comments
- E. City Department/Division
Comments

Request

A petition initiated by the Planning Commission to study and make recommendations on appropriate zoning regulations along the Airport Trax line on North Temple Boulevard. The proposal would rezone properties on and near North Temple between 300 West and 2400 West. The proposed zoning district is a form and incentive based type of zoning intended to guide development so that it is oriented towards transit.

Staff Recommendation

Based on the discussion and findings in the staff report, it is the Planning Staff's opinion that the Planning Commission transmits a favorable recommendation to the City Council to adopt chapter 21A.26.078 TSA Transit Station Area zoning district and to amend the official zoning map to add the TSA zoning district to properties on and near North Temple as indicated in Attachment C of this staff report; amend chapter 21A.44.040 Transportation Demand Management and chapter 21A.46.095 Sign Regulations for Transit Corridor and Transit Station Area Districts as indicated in Attachment A for the following reason:

1. The proposal is consistent with existing Citywide land use policies and the North Temple Boulevard Station Area Plans that are under consideration for adoption;
2. The proposal furthers the purposes of the Title 21A;
3. The proposal is consistent with the factors of consideration identified in ordinance 21A.50 for zoning text and zoning map amendments.

Background

Project Description

In 2006, the Planning Commission initiated a petition directing staff to research and analyze the appropriateness of rezoning the North Temple corridor properties to a transit corridor zone. For various reasons, that research was delayed until 2009, when the City began the process of creating Station Area Plans for the North Temple Corridor. As part of this process, it became evident that there may be a more effective way of integrating zoning, transit and neighborhoods near transit.

As the public process unfolded and the desires of the community, property owners, business owners, residents and other stakeholders became clearer, the Planning Team (made up of staff and consultants) made the decision to take a different approach to zoning. The corridor and the surrounding areas include an existing mix of zoning districts, including:

- M-1 Light Manufacturing
- BP Business Park
- CG General Commercial
- CS Community Shopping
- CC Corridor Commercial
- PL Public Lands
- GMU Gateway Mixed Use
- RMF-35
- RMF-30
- SR-1A
- R-1/5000

Most of these zoning districts are considered Euclidian based zoning districts, which are based off of the theory of separating incompatible uses. The CG, CS and GMU zoning districts do allow for mixed-use development. Over time the notion that all uses have to be separated has changed. Due to new technology, building techniques and societal norms, certain segments of the population desire to live in mixed-use neighborhoods where only the most impactful types of uses are not allowed. From an environmental and public expenditure standpoint, the City encourages mixed use development. This notion is reflected in the comments heard during the community workshops and open houses for the North Temple Boulevard Station Area Plans. In order to implement the vision identified in the Station Area Plans the Planning Team, consisting of City staff and Consultants, reviewed the current zoning districts. The review revealed that the existing zoning was not capable of implementing the station area plans. Therefore, the Planning Team began the process of creating a new zoning district based on the desires of the community as reflected in the North Temple Boulevard Station Area Plan.

The proposed zoning regulations are intended to regulate the physical form of buildings and how they relate to transit, the street, public spaces, adjacent buildings, and adjacent neighborhoods. Less emphasis is placed on use. A table of prohibited uses, which varies depending on the type of station area, lists those uses that are not allowed. All other uses would be permitted.

Design and Development Standards are identified in the proposed ordinance. These are regulations that are required of all projects. These include items such as building setbacks, height requirements, parking locations, and minimum design requirements such as first floor glass, the location of doors and entrances, etc.

Instead of using permitted and conditional uses to determine review and approval processes, the proposed ordinance intends to incentivize new development and redevelopment through a series of Development Guidelines. These Guidelines include a value which is based on several factors, including the importance of that guideline towards implementing the policies of the Station Area Plans or other adopted policies and goals of the City and the cost to include specific Guidelines in a project. Each project is reviewed and assigned a Development Score. The Development Score is the sum of the values assigned to each Development Guideline.

Following the Guidelines is voluntary and is not required for any project. However, proposed projects will be reviewed based on the value of the Guidelines the applicant chooses to incorporate into the project. A series of thresholds have been identified to guide the process. Those projects that choose not to include any of the Guidelines or that choose to only include a minimum number (Tier 1) will be processed following the existing Conditional Building and Site Design Review process. Those projects that obtain a Development Score within Tier 2 will be processed using the Administrative Hearing process already authorized in the Zoning Ordinance. Projects that are assigned a Development Score in Tier 3 will be processed as over the counter projects after the Development Score is assigned. Tier 3 projects are deemed to be the most compliant with the vision for a specific station area. Because the vision, urban design framework, policies and strategies were developed in an extensive public process, public participation process is put at the beginning of the development process, instead of as a reaction to individual developments. The premise behind the tiered process is that desirable development, as indicated in the station area plans, should be easier to realize than less desirable development.

Additional regulations are required for developments that exceed 5 acres. The primary purpose of this is to ensure that circulation and connectivity issues are addressed. The design of an internal circulation system and connectivity points to public rights of way are subject to approval from the Transportation Division. This would not be a departure from our current review process, but would provide guidance to developers in terms of what is expected.

The Development Guidelines are a collection of design and development concepts that were either identified through the planning process or are already identified as a policy or goal of the City in a Policy document that applies to the area or the City as a whole. Each guideline includes a description of what is desirable, images that are to be used as examples, and a way to measure how the guideline has been implemented. For example, the Design Guideline for Density and Intensity of use includes specific density qualifications (number of dwelling units per acre), building height measures (reaching a certain percentage of the permitted building height) and floor to lot area ratios to determine if a project complies with the Design Guideline and whether it can count towards the Development Score.

The overall goals of the proposed zoning ordinance are:

- Put public participation up front in the planning process, instead of as a reaction to individual developments.
- Make it easier for desirable development to be processed.
- Create options for applicants in terms of how they design their project and how they want to be processed.
- To have the option of predefined outcomes.

Comments

Public Comments

The public process for this project began in June 2009. Since then, dozens of public meetings have been held to identify the vision for each station area. The comments received were used to create the Station Area Plans. Some of these comments were directed towards what future development should look like, the mass and scale of future development, and the types of uses that people would like to see. These comments were incorporated into the Station Area Plans and used to create Station Typologies. The Station Typologies have been used to create the regulations for each station area type.

Four open houses that focused specifically on the proposed zoning regulations were held in March and April. The first two open houses focused on the basics of this approach to zoning and model districts were made available to the public. These open houses were held on March 18th in two different locations. One was held in the City and County Building and one was held at the UTA Frontrunner Headquarters. About 30 people attended each open house. There were no written comments submitted at either open house, however, staff did discuss the proposal with many who were in attendance. The primary issue raised concerned existing uses and how they would be impacted. Existing uses are allowed to continue as legal, nonconforming uses. A few property owners indicated that they were in support of changing the zoning and allowing more flexibility in terms of use.

The second series of open houses were held on April 27th and April 29th. Approximately 25 people attended the April 27th open house. Those in attendance were mostly positive about the approach to zoning and the project as a whole. Several property owners supported the changes to the zoning, the standards identified and the Development Guidelines. There were some concerns raised that are listed in more detail below:

- Concern over the way the Core and Transition Areas are mapped between North Temple and 200 North and 600 West and I-15 in the Guadalupe Neighborhood. One of the property owners in this area felt like the block should be divided into thirds, with the properties on North Temple remaining in the Core Area, the middle of the block being zoned as a Transition Area and the properties fronting on 200 North being left as is (SR-1A). The primary concern was having 90 foot tall buildings adjacent to his property.
 - Planning Staff Comment: The station area plan identifies this block as a mix between a Core and Transition Area. This was done due to the impacts of the Interstate on the west of the block and to avoid split zoning a large parcel on the west end of the block if the citizen recommendation were followed. The Planning Commission does have the option of amending the proposed boundaries of the zoning district. The amendment would address the citizens concerns and leave both sides of 200 North between I-15 and 600 West as low density residential, but it would require splitting one lot with two zones and eliminate some more intensive/density potential near the viaduct station.
- Concern over the need for storage facilities. Many businesses and residents in the Gateway need storage facilities for their possessions. People downsizing their home, moving into condos, restaurants, stores, etc. all use mini storage facilities in the area. As more people move in, there will be a greater need.
 - Planning Staff Comment: The Planning Staff agrees with this suggestion. There is a growing trend of mini-storage facilities to build vertical, and several vertical storage facilities have been built in the valley recently. The table of prohibited uses has been amended to exclude this use in Core Areas.
- Concerns with facilities similar to the Rail Events Center and the negative impact they have on neighbors due to noise, parking, etc.

- These types of facilities would be permitted in all Core and Transition Areas in each Station Typology. The table of prohibited uses could be amended if the Planning Commission feels that the TSA Zoning District lacks the needed regulations to address this concern.

Approximately 12 people attended the open house on April 29th. The major concern raised was in regard to existing land uses and how they are impacted by the new zoning. Similar answers, as listed previously in this section, were given to address the concern.

Staff did have a phone conversation with an individual who was concerned about new development impacting the Jordan River where it crosses through or is adjacent to a station area. The citizen wanted to see a large buffer along the banks of the river and suggested that the buffer be reclaimed as natural open space.

- Staff comment: The Riparian Corridor Overlay Zone applies to the Jordan River and requires a series of buffers based on the nature of the property. Undeveloped property over one acre in size requires a 100 foot area of “no disturbance.” However, most of the land within a station area is already developed to one degree or another. It is questionable if the former White Ballpark property south of the State Fair Park is developed or undeveloped. As long as this land is State land, the local regulations do not apply. Development that is permitted within the underlying zoning district is permitted in “Area C” of the Riparian Corridor. A setback of 50 feet is required. This would apply to all developed land.

The majority of the area around the Jordan River in this general area is outside of the 100 and 500 year flood plains (zone X on FEMA Flood Insurance Maps). Some portions of the land north of North Temple and adjacent to the Jordan River are in Zone X500 (FEMA Flood Insurance Maps). This generally means that the area may be inundated by a 500 year flood event or 100 year event where flood waters would be less than one foot deep. It also could mean that the land is protected from a 100 flood by levees.

In addition, the Blueprint Jordan River document produced by Salt Lake County identifies the area around the intersection between North Temple and the Jordan River as an area suitable for Transit Oriented Development. The Jordan River Blueprint states the following regarding future land use in this location:

May include: mixed commercial uses, hotels, a park, boating and other cultural facilities related to the Fairgrounds. Both the Fairgrounds and Fisher Mansion could support river-oriented uses that enhance the surrounding communities.

City Department Comments

The comments received from pertinent City Departments / Divisions are attached to this staff report in Attachment E. Most comments received were minor in nature and included small grammatical errors, minor suggestions, etc. The Planning Division did receive comments from the City Attorney and RDA that were suggestions regarding specific language. The changes recommended by the City Attorney and RDA were incorporated into the text of the proposed zoning ordinance as well as the Transit Station Area Development Guidelines. These recommendations clarified certain standards and established a more solid footing for the Development Guidelines. The comments received were edited hard copies of the documents. None of the comments impacted the specific standards in the proposed ordinance. Due to the nature of the comments and the manner in which the comments were received, they are not attached to the staff report. The changes included:

- Using consistent terms that are already defined in the zoning ordinance;
- Clarifying the process with more specific language;

- Rewording of some development guidelines to remove vague language;
- Expanding on concepts identified in the Development Guidelines; and
- Clarifying how certain Guidelines could be obtained.

Staff also received specific comments from the Airport. Allen McCandless, the Director of Planning for the Airport, requested that the land directly south of the Airport be removed from the 1950/2200 West station area map. This property is owned by the Airport and development is not intended.

- Planning Staff has removed the subject parcel from the 1950/2200 West station area map and the property will not be rezoned.

Project Review

Zoning Text Amendment

A new zoning district is being proposed because the City does not have an existing zoning district or combination of zoning districts that are capable of producing the desired type of development near the stations on the Airport Trax line. The proposed zoning district is a flexible zoning district that is able to adapt to the unique circumstances that exist around each station. A one size fits all approach would have created incompatible situations and hardships around some stations.

The proposed text includes a description of each station type, lists which station areas fall into each type, lists the prohibited uses in each station type and includes specific standards for each station type. Some standards are intended to improve the overall pedestrian environment and streetscape. These would apply to all projects in all station types.

A common concern raised during the development process is that the timeframe for approval is too long and the outcomes are unknown. This is a legitimate concern to developers, who often cannot get financing until they receive approval from the City and have to pay out of pocket for all of those expenses required to obtain approval. A longer approval process results in higher out of pocket expenses. To address this concern, the proposed ordinance provides a manner to shorten the approval process and have a defined outcome. This is accomplished by obtaining a Development Score in Tier 3. It would be entirely up to the applicant to choose this route.

The flip side of the concerns of the developer is the concerns of neighbors and adjacent property owners. Concerns over property values, loss of privacy, increased traffic, increased noise, etc. are all common issues raised during public meetings. These are legitimate issues. While balancing property rights between property owners is always a difficult situation, certain regulations are created to address the common concerns raised. In this case, new development is required to be stepped down as it approaches low density neighborhoods. Those projects that are highly consistent with the vision of a station area, which is an agreed upon vision created through an extensive public process, should be allowed to be processed quicker. This is the premise of the Development Score. Projects that score lower require additional public review, while those that score high do not.

Zoning Map Amendment

The purpose of the zoning map amendment is to put the regulations in place that will guide new development and redevelopment towards implementing the North Temple Boulevard Station Area Plans. The proposed zoning map amendment would follow the station area boundaries identified in the station area plans.

The primary concerns with any large scale zoning map amendment are the potential impacts it has on existing businesses and property values.

This ordinance does not impact existing businesses. All existing businesses that are listed as prohibited uses would be considered legal, nonconforming land uses. These uses are allowed to continue operating. These uses will become subject to zoning ordinance section 21A.38 Nonconforming Uses and Non-complying Structures. Under this section, non conforming uses are authorized to continue. There are specific regulations that govern the moving, enlarging or altering of nonconforming uses of land and structures. If destroyed by fire, earthquake or other natural disasters, a nonconforming use would be allowed to occupy a new building on the site.

In most cases, the development potential of land will increase. The development potential is based on what can be done with the property under existing zoning regulations. This will vary depending on the existing zoning and the proposed zoning. Typically, a property with more development potential will have a higher property value. The zoning of a property does impact the real estate value of the property. When other market influences are considered, it is difficult to determine the long term impact on property values. However, it is not anticipated that changing the zoning of these properties will, by themselves, decrease property values.

The impact of taller and more intense development has been raised as a concern, although it has not been as big of a concern as anticipated. Regardless, the boundaries of the Core and Transition Areas were drawn after considering many factors. The primary factor was the proximity to a transit platform. The Core Areas are all relatively close to a platform, while Transition Areas are further away. The Transition Area was created in order to step down development height and intensity as it gets closer to existing low density residential neighborhoods. Streets, which are typically 132 feet wide in most areas along North Temple, were used as boundaries where possible. Regulations requiring an increased setback when adjacent to low density one and two family zoning districts are included as an additional protection to the impacts of height and intensity.

During the review of the Viaduct Transfer Station, the Planning Team heard that people, mainly property owners south of the Viaduct, were relatively pleased with the Gateway Mixed Use Zoning District and preferred that the “rules were not changed mid way through the game.” Because the GMU zoning district includes many of the goals identified in the Viaduct Transfer Station Area Plan, Planning staff does not recommend changing the zoning south of the North Temple Viaduct.

The area around Redwood Road and North Temple deserves special consideration. After considering the potential of the area, the impact that Redwood Road has on development, the jurisdiction of the road (Redwood is a State Major Arterial), the proximity to the I-80 off ramp, and the existing infrastructure, this area has been included as a transition area. If it were a Core Area, it has the potential to have an overall negative impact on the transportation network in the area. Transit use declines the further one gets from a transit station. At this point in time, that distance is about a 10 minute walk, or about ¼ of a mile. The areas, particularly those that front on Redwood Road are less likely to use transit as an alternative for transportation.

Analysis and Findings

Options

The following are options for the Planning Commission to consider when making a recommendation to the City Council:

- **Approval of the Petition**

- If the Planning Commission recommends approval to the City Council, and the City Council agrees, then the proposed zoning ordinance and associated changes to the zoning map would go into effect. All land use applications received after the ordinance goes into effect would be required to comply with the zoning regulations. The zoning map would be amended to reflect the boundaries indicated in the ordinance.
- **Approval of the Petition with modifications**
 - The Planning Commission has the authority to make any modification to the proposal and recommend that the City Council adopts the modifications. In this case, the proposed zoning ordinance and/or map would be amended to reflect the Planning Commission’s recommendation. The modified proposal would then be transmitted to the City Council for consideration. The Planning Commission may modify the proposed ordinance, proposed design guidelines, proposed zoning map, or all three.
- **Denial of the Petition**
 - The Planning Commission can recommend that the City Council deny the petition. If the City Council agrees with this recommendation, then the existing zoning would remain in place and the zoning ordinance would not be amended.

Findings

Section 21A.50.050 Standards for general amendments. A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard.

A. In making its decision concerning a proposed text amendment, the city council should consider the following factors:

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

Finding: The proposed zoning ordinance is consistent with the purpose, goals, objectives and policies of the North Temple Boulevard Station Area Plans. The proposed zoning ordinance was created congruently with the North Temple Boulevard Station Area Plans. While not officially adopted as of yet, the Station Area Plans and the proposed zoning ordinance are very closely tied together. The proposed zoning ordinance is consistent with the goals and policies identified in the Station Area Plans. In reviewing the Station Area Plans, several adopted master plans were considered, including the Urban Design Element, The Salt Lake Futures Commission Report, the Northwest Community Master Plan, Capitol Hill Community Master Plan, and West Salt Lake Community Master Plan. The City’s adopted Housing Plan and Transportation Plan also call for the type of development supported in the Station Area Plans. The analysis of the Station Area Plans indicated that they were generally consistent with these plans or explained a change in policy to those plans. The Planning Commission has recommended that the City Council adopt the North Temple Boulevard Station Area Plans.

- 2. Whether a proposed text amendment furthers the specific purpose statements of the zoning ordinance;**

Finding: The proposed zoning ordinance furthers the specific purpose statements of the zoning ordinance. The proposed ordinance would create a new zoning district, with a specific purpose statement. The general purpose statement of the zoning ordinance is to promote the health, safety,

morals, convenience, order, prosperity and welfare of the present and future inhabitants of the City. In addition, the zoning ordinance is intended to lessen congestion in the streets, secure safety from fire and other dangers, provide adequate light and air, classify land uses and distribute land development and utilization, protect the tax base, secure economy in government expenditures, foster the City's industrial, business and residential development and protect the environment.

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

Finding: The proposed zoning ordinance is consistent with the purposes of any applicable overlay zoning district. The proposed zoning ordinance includes a statement that any applicable overlay zone supersedes the standards in the proposed ordinance.

4. The extent to which a proposed text amendment implements best current, professional practices of urban planning and design.

Finding: The proposed zoning ordinance represents a new approach to zoning for Salt Lake City. This approach recognizes the value and importance of community input, the needs of developers and establishes an opportunity for the City, through private investment and development, to promote sustainable development practices, increase the housing stock, promote the business community, increase the use of alternative forms of transportation and improve public spaces.

Zoning Map Amendment

Section 21A.50.050 - A decision to amend the text of this title or the zoning map by general amendment is a matter committed to the legislative discretion of the city council and is not controlled by any one standard. However, in making its decision concerning a proposed amendment, the city council should consider the following factors:

a. Whether the proposed amendment is consistent with the purposes, goals, objectives, and policies of the adopted general plan of Salt Lake City;

Finding: The proposed map amendment is consistent with the North Temple Boulevard Station Area Plans, which the Planning Commission has recommended that the City Council adopt. As part of the creation of the station area plans, a thorough review of other adopted Master Plans was done to determine the level of compliance with City wide plans and applicable Community Master Plans. Because many of those plans are dated, but still somewhat valid, the station area plans serve as an update to the area specific plans. The Capitol Hill Community Master Plan (2001) includes some policies relating to density and building height in the area north of the North Temple Viaduct that differ from the Viaduct Transfer Station Area Plan. A full analysis of these issues was completed during the Planning Commission review of the Station Area Plans. In order to implement the station area plan, the specific policies in the Capitol Hill Community Plan would be superseded by the policies in the Viaduct Transfer Station Area Plan.

b. Whether the proposed amendment is harmonious with the overall character of existing development in the immediate vicinity of the subject property;

Finding: The proposed zoning map amendment and text amendment include provisions for reducing the impact new development may have on existing areas. The boundaries of the proposed zoning district correspond to the boundaries in the station area plans. The station area plans identify the vision for what the areas around the transit stations should look like, how they work, what types of uses there are, etc. The existing character of the subject areas differs from what is identified in the long term vision for the area. Therefore, the important aspect to consider is the impact on those areas that are adjacent to the proposed zoning district boundaries.

c. The extent to which the proposed amendment will adversely affect adjacent properties;

Finding: The proposed amendment would affect those properties that are within the boundaries of the TSA zoning district. The proposed zoning district would, in most cases, allow for development of a greater scale and mass than what exists currently. However, this should not be viewed as an adverse impact because the proposed regulations that allow greater mass and scale are consistent with what was identified through the public planning process as desirable development. As properties redevelop, there will be instances where a new project is considerable larger than what may be adjacent to it.

The adverse impacts are more relevant where the proposed zoning district is adjacent to an area that will not be rezoned and has smaller mass and scale regulations than the proposed ordinance. The proposed ordinance contains provisions to reduce the impacts in these situations.

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

Finding: The proposed zoning ordinance is consistent with the purposes of any applicable overlay zoning district. The proposed zoning ordinance includes a statement that any applicable overlay zone supersedes the standards in the proposed ordinance. Several Overlay zoning districts will impact development in this area, including the Historic Preservation Overlay District, Airport Flight Path Protection Overlay District, Lowland Conservancy Overlay District, and the Riparian Corridor Overlay District.

e. The adequacy of public facilities and services intended to serve the subject property, including but not limited to roadways, parks and recreational facilities, police and fire protection, schools, storm water, etc.

Finding: The project area is located within areas that are already served by public facilities and services. However, the proposed ordinance does increase the development potential of the area. Population, employment and household projections for the corridor indicate an increase in all three categories. These projections were done under the current zoning regulations. Although North Temple will see a reduction in vehicle lanes, the capacity of the road is not anticipated to be greatly impacted, at least initially, due to the change in zoning. The desired type of development and the development promoted by the proposed ordinance is considered transit oriented development, which can reduce the need to use private automobiles. Other measures in the ordinance create incentives, primarily through a quicker review process, for other measures that reduce the energy use of new buildings, storm water runoff, and other sustainable measures. The proposed ordinance has been routed to other Departments and Divisions for comments. No comments were received that would indicate that the City would not be able to serve new development.

Attachment A

Chapter 21A.26.078 TSA Transit Station Area Zoning District

21A.26.078 TSA Transit Station Area District:

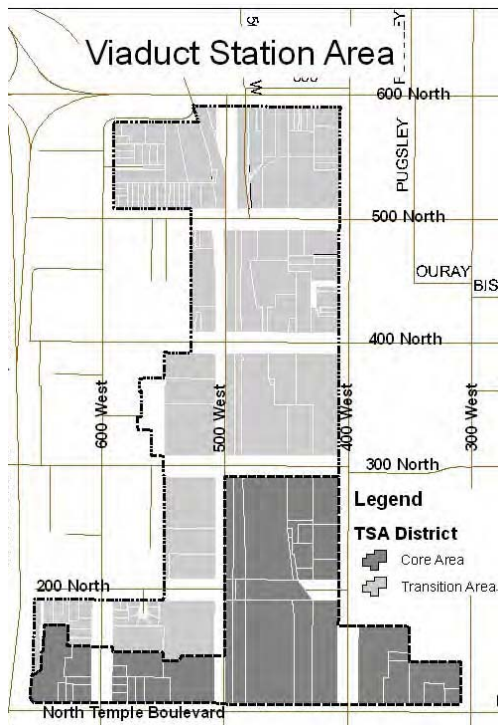
A. Purpose Statement: The purpose of the TSA Transit Station Area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should be developed with new uses that allow them to function as part of a walkable, mixed-use district. Existing uses which are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed-use pedestrian oriented neighborhood. Each transit station is categorized into a station type, called a typology. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two subsections: the Core Area and the Transition Area. Due to the nature of the area around specific stations, the restrictions of Overlay Zoning Districts and the neighborhood vision, not all station areas are required to have a Core Area and a Transition Area.

- 1. Core Area:** The purpose of the Core Area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The Core Area is generally within a ¼ mile walk of a transit station platform. The Core Area may mix ground floor retail, office, commercial and residential space in order to activate the public realm. Buildings in this area should have minimal setbacks to encourage active outdoor use adjacent to the sidewalk, such as outdoor dining and patios that reflect the desired character of the area. Building facades should be varied and articulated, include storefronts adjacent to the street, street level windows and have clearly defined entrances to provide visual interest to pedestrians. Buildings should be a minimum of two or three stories in height in order to define the street edge. Arcades, bays and balconies are encouraged. The configuration of buildings must balance the needs of all modes of circulation with the safety and comfort of pedestrians and bicyclists. A vertical mix of uses, with office and residential above ground floor commercial uses is encouraged. A minimum of 30 dwelling units per acre is encouraged within the Core.
- 2. Transition Area:** The purpose of the Transition Area is to provide areas for a moderate level of land development intensity that incorporates the principles of sustainable transit oriented development. The Transition Area is intended to provide an important support base to the Core Area and transit ridership. These areas reinforce the viability of the Core Area and provide opportunities for a range of housing types at different densities. Transition Areas are generally located within a ½ mile from the station platform, but may vary based on the character of the area. Transition Areas typically serve the surrounding neighborhood; include a broad range of building forms that house a mix of compatible land uses. The minimum desired density is 10 dwelling units per acre. Commercial uses may include office, retail, restaurant and other commercial land uses that are necessary to create mixed use neighborhoods. Commercial uses can be clustered around intersections and along block faces to create neighborhood nodes.

B. Station Area Typologies: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. Each station area typically will include a core area, where the most intense

development will occur, and a transition area, which is intended to create a buffer area between the core and those areas with generally lower intensities and densities. Prior to classifying a transit station into a specific type, a station area plan must be adopted by the City Council prior to applying this zoning district to a geographic area. Only those stations that have an adopted station area plan will be classified.

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



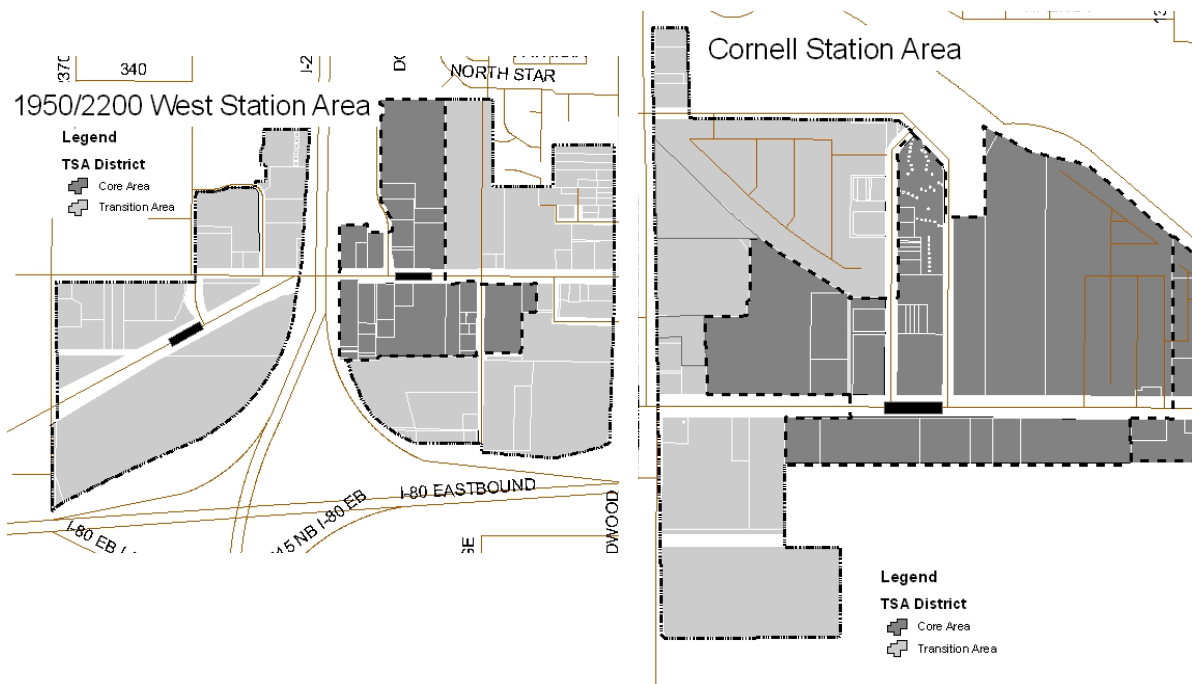
2. Urban Neighborhood Station: An evolving and flexible development pattern defines an Urban Neighborhood Station Area. Development generally happens as infill on vacant parcels or redevelopment of underutilized parcels. These stations evolve in established residential areas where initial changes may add density and intensity in compact building forms that blend in with the residential character of the area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape. A mix of building types are possible, ranging from single use structures to mixed-use buildings. Residential uses are generally located above the first floor, although they can be located on the ground floor in certain situations. The highest residential densities and most intense land uses are generally located closest to the station platform. Urban Neighborhoods are served by at least two forms of transit, including light rail and bus service. The uses serve the surrounding neighborhood with the potential to attract people from other neighborhoods.

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

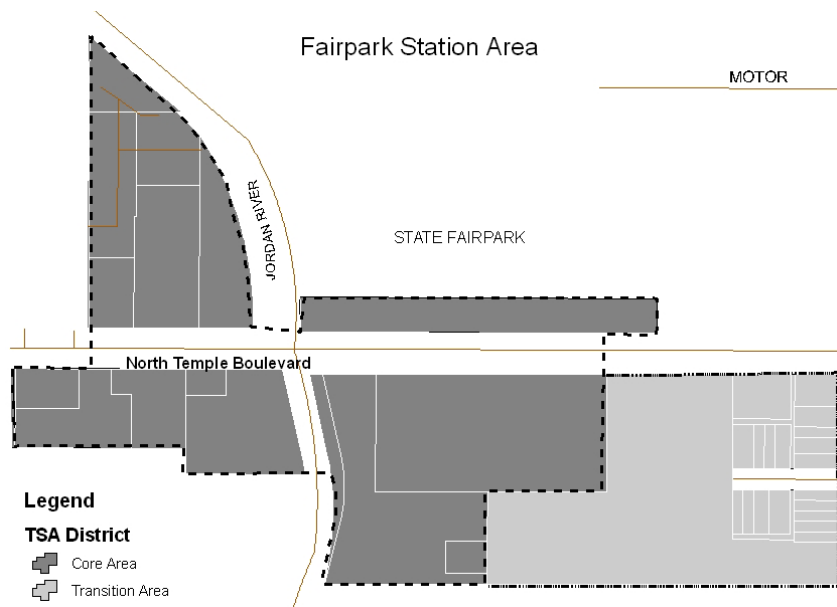
The following stations are considered to be Urban Neighborhood Stations: 800 West light rail station.



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



4. **Special Purpose Station:** The Special Purpose Station is typically centered on a specific land use or large scale regional activity. These areas are generally served by a mix of transit options, usually light rail or bus. New development is limited due to the nature of the primary function of the area, but redevelopment of underutilized parcels is likely to occur. Land uses such as restaurants and retail support the dominant land use and attracts people to the area. A mix of housing types and sizes are appropriate in certain situations. Future development should be aimed at increasing the overall intensity and frequency of use in the station area by adding a mix of uses that can be arranged and designed to be compatible with the primary use. The following stations are considered to be Special Purpose Stations: Fairpark light rail station.



C. Review Process: The intent of the review process is to make the process for desirable development easy to realize in a relatively quick timeframe. The review process focuses on building forms and their relationship to adjacent buildings, the public street, transit and other public spaces. The review process for all new development and redevelopment within the Transit Station Area Zoning District is based on the Development Score which is generated by the Transit Station Area Development Guidelines.

1. **Pre-submittal Conference:** All applicants for development within the Transit Station Area Zoning District are required to attend a pre-submittal conference with the Planning Division.
2. **Design Review Application:** After a pre-submittal conference, the developer can submit a Design Review Application. This application and all submittal requirements will be used to determine the development score. The application shall include a score sheet on which the development guidelines and their assigned values are indicated and two checklists: one for the applicants use and one for the Planning Division's use.
3. **Application Review:** All applications shall be processed as indicated below. Table 21A.26.078 C summarizes the application review process.
 - a. **Planning Commission review:** If a project is assigned a score less than 50 points, the project can only be approved by the Planning Commission through the Conditional Building and Site Design Review process in Chapter 21A.59. Once the applicant receives written notice of their score, they will be given 30 days to notify the Planning Division of their intention to proceed with the project through the Conditional Building and Site Design Review process or make necessary plan adjustments to increase their development score to the minimum level in order to go through an Administrative Hearing process.
 - b. **Administrative Hearing:** A project that has a development score between 50 and 99 points is eligible for an Administrative Hearing. Any project being reviewed at an Administrative Hearing shall be reviewed using the standards found in 21A.59.060 Standards for Design Review.
 1. **Notice and Posting requirements:** Notice of the Administrative Hearing shall be done in accordance with Section 21A.10.020C. Conditional Building and Site Design Review.
 2. **Administrative hearing:** After consideration of the information received from the applicant and any other interested party, the Planning Director, or designee may approve, approve with conditions, deny or refer the matter to the Planning Commission.
 3. **Appeals of Administrative Hearing decision:** Any person aggrieved by the decision made by the Planning Director or designee at an Administrative Hearing may appeal the decision to the Salt Lake City Planning Commission by filing notice of appeal within ten days after the Record of Decision is published. The

notice shall state the reason(s) for the appeal. Reason(s) for the appeal shall be based upon procedural error, the development score of the project or the criteria set forth in Section 21A.59060 Standards for Design Review.

- c. **Administrative Review:** The Planning Director has the authority to approve a project scoring 100 points or more without holding a public hearing. The project shall be allowed to go through the standard building permit process. A public hearing is not required because the project incorporates adequate design guidelines or development incentives to be deemed compliant with the vision for the station area.

Table 21A.26.078 C Application Review

Development Score	Review Process
0-49	Planning Commission Conditional Building and Site Design Review Process
50-99 points	Administrative Hearing Process
100 or more points	Administrative Review

D. Development Score: The purpose of the development score is to allow flexibility for designers while implementing the City’s vision of the applicable station area plans and the purpose of this zoning district. The development score measures the level of compatibility between a proposed project and the Station Area Plan. The development score is based on the design guidelines and development incentives in the “Transit Station Area Development Guidelines” book, herby adopted by reference. The “Transit Station Area Development Guidelines shall be amended following the adopted procedures for zoning text amendments in Section 21A.50 Amendments. Each design guideline is assigned a value. Each project is required to obtain a minimum score. Development incentives are voluntary and shall be used as a reward to increase the development score producing a project that is more compatible with the applicable station area plan.

1. **Formulating the score:** The development score is formulated by calculating all of the development guideline values for a particular project. Each design guideline and incentive is given a value based on its importance. Some guidelines are considered more important and carry a higher value than others. The Planning Director shall evaluate each project in the Transit Station Area zone and assign a development score. The development standards in Section 21A.26.078.F and the design standards in Section 21A.26.078 H are required for all projects and are not calculated in the development score.
2. **Using the score:** Every development is required to meet a minimum development score. The minimum score represents a percentage of the total points possible.
3. **Project Review:** A development score shall be assigned to all projects within the Transit Station Area zoning district. The Planning Director shall provide, in writing, a copy of the

review checklist and explanation of the outcome of the score to the applicant. If a project fails to meet the minimum design score, the Planning Director shall notify the applicant of the need to increase the design score to the minimum level in order to proceed with the project.

4. **Appeals:** An Applicant may appeal the development score to the Planning Commission. In hearing the appeal, the Planning Commission shall hold a public hearing in accordance with section 21A.10.030. In deciding the appeal, the Planning Commission shall base its decision on its interpretation of the design guidelines, the development score and determine whether the project complies with the goals of the applicable station area plans and the purpose of the TSA zoning district.

E. Certificate of Occupancy: Prior to issuing a certificate of occupancy, a project shall be inspected by the City to determine if the project substantially complies with the Development Score and, if applicable, any conditions of approval required by the Planning Commission, Administrative Hearing Officer or Planning Director. If the project does not receive final approval at the inspection, the project must be brought into compliance with the Development Score and, if applicable, any conditions of approval required by the Planning Commission, Administrative Hearing Officer or Planning Director.

F. Prohibited Uses: The intent of this section is to identify those land uses that are not compatible with transit oriented development due to the nature of the use, the land requirements of the use or the potential impacts of the use. Uses listed in Table 21A.26.078 E and that have an “X” in a box next to the specific land use, indicates it is prohibited. Any use not listed, but is substantially similar to a use listed, shall be prohibited.

Table 21A.26.078. E Prohibited Uses

Use	Urban Center		Urban Neighborhood		Mixed use Employment Center		Special Purpose	
	Core	Transition	Core	Transition	Core	Transition	Core	Transition
Ambulance services, dispatching, staging and maintenance	X	X	X	X	X	X	X	X
Animal Pound	X	X	X	X	X	X	X	X
Auto, truck, and RV Repair, Sales and/or Service (minor or major)	X	X	X	X	X	X	X	X
Auto salvage and recycling	X	X	X	X	X	X	X	X
Bus yards and repair facilities	X	X	X	X	X	X	X	X
Car washes	X	X	X		X		X	X
Cemeteries, any type	X	X	X	X	X	X	X	X
Chemical Manufacturing	X	X	X	X	X	X	X	X
Commercial parking lots not located in a parking structure	X	X	X	X	X		X	
Community Correction facilities, any size	X	X	X	X	X	X	X	X
Concrete manufacturing	X	X	X	X	X	X	X	X
Contractors yard	X	X	X	X	X	X	X	X
Electric Generation facility; excluding solar, wind, or other similar renewable energy generation	X	X	X	X	X	X	X	X
Detached single family dwelling	X		X		X		X	
Drive-through windows and service	X	X	X	X	X	X	X	X
Heavy Equipment rental, repair and sales	X	X	X	X	X	X	X	
Explosive Manufacturing	X	X	X	X	X	X	X	X
Extractive industries	X	X	X	X	X	X	X	X
Flammable liquids or gases, heating fuel distribution	X	X	X	X	X	X	X	X
Gas Stations	X	X	X		X		X	
Heavy Industrial	X	X	X	X	X	X	X	X
Heavy Manufacturing	X	X	X	X	X	X	X	X
Homeless Shelters	X	X	X	X	X	X	X	X
Impound Lot	X	X	X	X	X	X	X	X
Incinerators, for any purpose	X	X	X	X	X	X	X	X
Jails	X	X	X	X	X	X	X	X
Kennel	X	X	X	X	X	X	X	X
Landfills, any type	X	X	X	X	X	X	X	X
Manufactured/mobile home sales and service	X	X	X	X	X	X	X	X
Mini Storage facilities	X		X		X		X	
Outdoor storage including storage of vehicles associated with a business, but not intended to include outdoor retail sales areas	X	X	X	X	X	X	X	X
Outdoor Storage	X	X	X	X	X	X	X	X
Pawnshops	X	X	X	X	X	X	X	X
Railroad Freight Terminal Facility	X	X	X	X	X	X	X	X
Recycling processing center	X	X	X	X	X	X	X	X
Rock, sand and gravel storage and distribution	X	X	X	X	X	X	X	X
Sewage Treatment facility	X	X	X	X	X	X	X	X
Sexually oriented business	X	X	X	X	X	X	X	X
Solid waste transfer station	X	X	X	X	X	X	X	X
Stable, public or private	X	X	X	X	X	X	X	X
Truck Stops	X	X	X	X	X	X	X	X
Truck freight terminal	X	X	X	X	X	X	X	X
Warehouse as a primary use	X	X	X	X	X		X	
Wholesale distributors	X	X	X	X	X		X	X

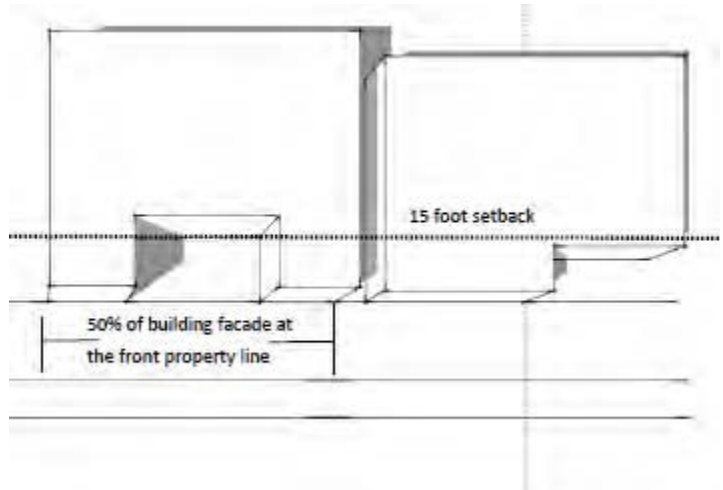
1. **Existing Uses and Buildings:** A use located within a station area legally existing at the time that this zoning district was adopted, but listed as a prohibited use in 21A.26.078.C Prohibited Uses, shall be considered a legal non-conforming use. A structure legally existing at the time this ordinance was adopted, but not conforming to the standards in this chapter, shall be considered a legal non-complying structure. Any legal nonconforming use or legal non-complying structure is subject to Chapter 21A.38.

G. Development Standards: The purpose of the following development standards is to promote an intense and efficient use of land at increased densities in the station areas. The development standards are intended to create a safe and pleasant environment near transit stations by encouraging an intensive area of mixed use development and activities, pedestrian amenities and by limiting conflicts between vehicles and pedestrians. Development standards create a reasonably continuous building edge which defines the exterior spatial enclosure of the street or open space. With some exceptions, buildings line a street at or near the public right-of-way to the greatest extent possible. The dimensional requirements in Table 21A.26.078.D apply to all new buildings and developments as well as additions to existing buildings. The following development standards apply to the Core and Transition Areas of all station areas:

1. **Building Height:** Height limits are intended to control the overall scale of buildings, the compatibility with adjacent development and the composition of the urban form of the block. Minimum building heights in the Core Area relate to the width of the street, with a minimum ratio of one (1) foot of building height for every three (3) feet of street width. Building height is measured from the finished grade to the highest point of the building. The following exceptions apply:
 - a. The minimum building height applies to all structures that are adjacent to a public or private street.
 - b. Elevator shafts, parapet walls, and other projections are permitted subject to section 21A.36.020C Height Exception.
 - c. Projects that achieve a Development Score that qualifies for administrative review is eligible for an increase in height. The increase shall be limited to one story of inhabitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building.
2. **Setbacks:** Required building setbacks promote streetscapes that are consistent with the desired character of the street and various station typologies and its core and transition areas. Building setbacks create a safe environment that is inviting to pedestrians and transit users and maintain light, air and potential privacy for adjacent residential uses.
 - a. **Front Yard Setback:** All portions of a front yard not occupied by building, driveways, walkways or other similar feature must be completely landscaped or include an active outdoor use such as outdoor dining with the space not dedicated to active outdoor use completely landscaped.

Walls up to three feet in height, patios and other similar elements intended to activate the sidewalk can be located to the property line.

b. North Temple Boulevard: The front yard setback along North Temple Boulevard shall be 15 feet for a minimum of 50% of the width of the street facing facade. Up to 50% of a street facing façade may encroach up to the front property line. In this case, the area not occupied by the building footprint must be landscaped or include



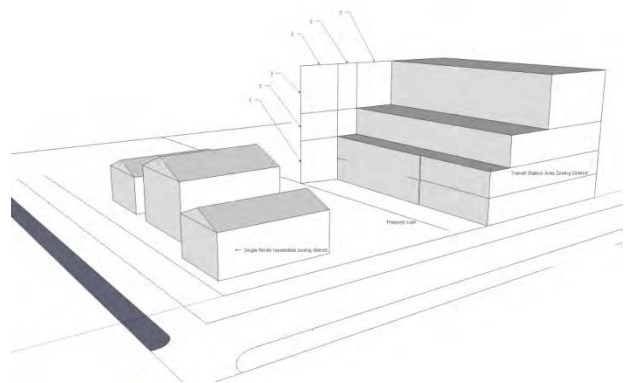
active outdoor use, such as outdoor dining, plazas, courtyards or other similar useable public space or use. Setbacks over 15 feet are not allowed.

c. Side yard Setback:

1. Drive aisles are allowed in the side yard setback. In the transition subarea, parking is allowed in the side yard subject to section 21A.26.078 J.
2. **Side yard setback when adjacent to a single family or two family zoning district:**
 - a. A minimum of 25 feet in the Core area.
 - b. 15 feet in the Transition area.
3. **Side yard setback when adjacent to other uses or districts:** No minimum side yard required.

d. Rear yard Setback:

1. **Core Area:** if a structure is located adjacent to a single family or two family residential zoning district, the rear setback shall be equal to the height of the building on the subject property in the Transit Station Area District. Buildings may be stepped so taller portions of a building are further away from the rear property line. The horizontal measurement of the step shall be equal to the vertical measurement of the taller portion of the building. When a public alley is



between the two properties, the width of the alley may be counted towards the setback.

2. Transition Area: A minimum of 25 feet.

3. Minimum Lot Area:

- a. The minimum lot area applies to all new subdivisions of land.
- b. Any legally existing lot may be developed without having to comply with the minimum lot size requirements.

Table 21A.26.078 D Dimensional Requirements

		Min. Height-foot ²	Max. Height-foot	Min. Front Yard	Max Front Yard	Min Side yard ¹	Min Rear yard ¹	Minimum Lot Coverage for Structures	Minimum Lot Size (square feet)
Urban Center	Core	30	90 ³	0	15	0	0	70%	5,000
	Transition	25	60	0	15	0	0	50%	1,500
Urban Neighborhood	Core	25	75	0	10	0	0	70%	5,000
	Transition	0	50	0	10	0	0	50%	1,000
Mixed-Use Employment Station	Core	25	75	0	15	0	0	60%	5,000
	Transition	0	60	0	15	0	0	50%	1,500
Special Purpose	Core	25	75	0	25	0	0	60%	10,000
	Transition	0	60	0	25	0	0	50%	1,500

Notes:

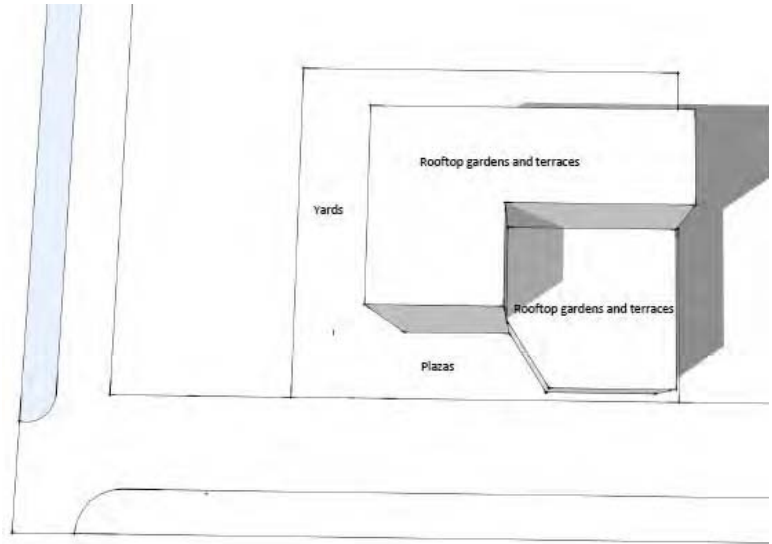
- 1. Reference 21A.26.078.F.2 for specific standards.
- 2. Minimum building heights apply to those properties with frontage on the street where fixed rail transit is located.
- 3. Buildings with a roof that has at least 2 sloping planes may be allowed up to 105 feet. The additional height may include inhabitable space.

4. Minimum Lot Coverage: The intent of the minimum lot coverage is to ensure compact development.

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

a. Core Area:

1. within the core area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity.



2. A minimum of 10% of the land area up to 5,000 square feet.

b. Transition Area:

1. Within the transition area, open space may include landscaped yards, patios, public plazas, pocket parks, courtyards, rooftop gardens and terraces, community gardens and other similar types of amenities.
2. The minimum open space requirement is 10% of the land area up to 2,500 square feet.

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

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

- a. All parking lots shall comply with the standards in section 21A.44.020 General Off Street Parking Requirements.

H. Residential Densities:

1. **Core Area:** No maximum.
2. **Transition Area:** No maximum.

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

- J. Design Standards:** Design standards represent the fundamental characteristics of a transit oriented district and the basic design elements required for a successful transit station area. The purpose of the design standards is to honestly express the buildings functional, internal organization and/or structure. All buildings shall be designed for the context and character of the project and how they interact visually, functionally, and socially with the context of the public environment. Design standards are intended to provide a safe and interesting walkable environment by connecting ground floor uses adjacent to the sidewalk areas by encouraging the continuity of retail and service uses, surveillance

opportunities on the street and public open spaces and framing the street by bringing portions of buildings up to the sidewalk. The following design standards are mandatory and apply to the Core and Transition Areas of all station areas:



1. **Building Walls adjacent to a street:** Street facing building facades shall provide architectural variety and scale. Changes in plane, color, texture, materials, scale of materials, patterns, art or other architectural detailing are acceptable methods to create variety and scale. Building walls parallel to a public street and greater than 30 feet in length shall be broken up by architectural features such as bay windows, recessed entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature may be either recessed or project a minimum of 12 inches.
2. **Ground Floor Building Materials:** Other than ground windows and doors, 80% of the remaining ground floor wall area shall be clad in durable materials such as brick, masonry, textured or patterned concrete and/or cut stone.
3. **Ground Floor Glass and Transparency:** All street facing elevation of development shall be designed so that the first floor street facing façade has at least 60% clear glass between three and eight feet above grade to allow pedestrians to view activities inside the building or lighted display windowed. There must be visual clearance behind the glass for a minimum of two feet (2'). Three dimensional display windows at least two feet deep are permitted and may be counted toward the sixty percent (60%) glass requirement. Ground floor windows of commercial uses shall be kept clear at night with some internal illumination. When ground floor glass conflicts with the internal function of the building, other means shall be used to activate the sidewalk, such as display windows, public art, architectural ornamentation or detailing or other similar treatment. The first floor elevation facing a street of all new buildings, or buildings in which the property owner is modifying the size of windows on the front facade, shall not have less than sixty percent (60%) glass surfaces. The reflectivity in glass shall be limited to eighteen percent (18%) as defined by ASTA standards. The Planning Director may approve a modification to this requirement if the Planning Director finds:
 - a. The requirement would negatively impact the historic character of the building, or
 - b. The requirement would negatively impact the structural stability of the building.
 - c. The ground level of the building is occupied by residential uses, in which case the 60 percent (60%) glass requirement may be reduced to 40 percent (40%).

Any appeal of an administrative decision made pursuant to this subsection may be made to the Planning Commission.

4. **Building Entrances:** The intent of regulating building entrances is to promote security on the street and public spaces by providing frequent points of access and sources of activity. Functional entrances to non-residential uses should be located at an average of 75 feet or less. Provide at least one operable building entrance per elevation facing a public street. Each ground floor leasable space is required to have an operable entrance facing the street and a

walkway to the sidewalk. If a plaza or open space is provided as part of the development, a minimum of one entrance opening onto the plaza or open space shall be provided.

5. **Ground Floor Residential Uses:** The interior floor elevation of ground floor residential units in the Core Area shall be a minimum of two feet and a maximum of five feet above grade. Dwelling units located on the ground floor and facing a public or private street shall have a minimum of one primary entrance facing the street in the Core Area. The facades of all buildings in the Core and Transition Areas with ground floor residential uses shall feature elements that signal habitation such as windows, entrances, stairs, porches, bay windows, and balconies that are visible from the public street. Attached single family dwellings, townhomes, row houses and other similar housing types shall have a primary entrance facing the street for each unit.
6. **Parking Structures:** The intent of regulating parking structures is to minimize the visual impact of the structure and the cars parking within it, and to reduce their impact on the ground floors adjacent to public sidewalks and streets. Parking structures are permitted within the Core and Transition Areas provided:
 - a. The ground floor of parking structures adjacent to a public street shall include an active use other than parking such as office, retail, etc. Parking is permitted behind the ground floor uses. If the ground floor does not include active use, than the structure must be set back behind a building or be a minimum of 60 feet from a property line adjacent to a public street or sidewalk.
 - b. The levels of parking above the first level facing the front or corner side lot line shall have horizontal floors and/or facades and not sloped.
 - c. The levels of parking above the second level shall be designed to effectively screen the vehicles.
 - d. Below grade parking structures for structures with ground floor residential uses may extend a maximum of five feet above the existing grade provided the above grade portion is screened with vegetation or architectural feature(s).
7. **Mechanical Equipment:** All roof mounted mechanical and electrical equipment, communication antennas or dishes shall be enclosed, screened, organized designed and located to be out of view from streets and public spaces. The parapet or enclosure shall be equal to or greater than the height of the equipment to be screened to reduce equipment noise and odors, and other impacts onto adjacent uses and maintain the integrity of overall architectural character and scale of the building. Mechanical equipment may be located on the ground provided it is behind the building, screened and not located in a required rear yard or side yard setback. Utility boxes that house equipment necessary for the required public utilities, such as electrical, water, sewer, or similar utility are permitted in any side or rear yard.
8. **Service Areas:** Service areas, loading docks, refuse containers and similar areas shall be fully screened from public view. All screening enclosures viewable from the street shall be either incorporated into the building architecture or shall incorporate building materials and detailing compatible with the building being served. All screening devices shall be a minimum of one

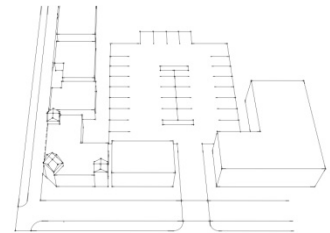
foot higher than the object being screened. Dumpsters must be located a minimum of 25 feet from a single or two family residential zoning district.

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

L. Parking: The purpose of this section is to provide a reduction in parking to development within the zoning district. The off street parking requirements reflect the proximity to transit, the walkable environment that is desired within a transit station area and the intensity of development, mix of uses and the reduced automobile use associated with transit. New uses and development within this district shall comply with the requirements of this section.

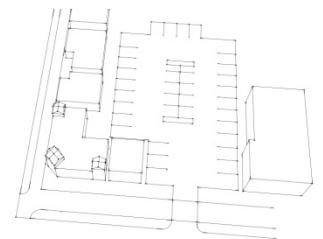
1. Surface parking in the Core Area: Surface Parking lots in the Core area are required to be located behind the principal building or to the side of a principal building, When located to the side of a building, the parking lot shall be:

- a. Set back a minimum of 30 feet from a property line adjacent to a public street. The space between the parking lot and the property line adjacent to a public street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- b. Screened with a landscaped hedge or wall that is at least 36 inches above grade and no taller than 42 inches above grade. Landscaping berms are not permitted.
- c. The parking lot shall be no wider than what is required for one row of parking and drive aisle as indicated in Table 21A.44.020.



2. Surface Parking in the Transition Area: Surface parking lots in the Transition Area are required to be located behind the principal building or to the side of a principal building, When located to the side of a principal building, the parking lot shall be:

- a. Set back so that no portion of the parking area other than the driveway is closer to the street than the front wall setback of the building. In cases where the front wall of the building is located within five (5) feet of a property line adjacent to a street, the parking lot shall be setback a minimum of 8 feet. The space between the parking lot and the property line adjacent to a street shall be landscaped or activated with outdoor dining, plazas or similar feature.
- b. Screened with a landscaped hedge or wall that is at least 36 inches above grade and no taller than 42 inches above grade. Landscaping berms are not permitted.



3. **Walkways Through Parking Lots:** Parking lots with more than 15 stalls shall provide a pedestrian walkway through the parking lot to the primary building entrance or a sidewalk providing access to a primary building entrance. One walkway must be provided for every 3 drive aisles. Walkways shall be curb separated from the parking areas and a minimum of 5 feet wide. Vehicles shall not overhang the walkway. Where possible, parking lot landscaping requirements in 21A.48 shall be included on the side of the walkway. Where the walkway crosses a drive aisle, a cross walk that is clearly identified by a change in color, material, or similar technique shall be used.
4. **Other Applicable Standards:** All other standards in section 21A.44 shall apply.

M. Conflicting Regulations: In cases where the regulations of this section conflict with another section of this Zoning Ordinance, this Chapter shall take precedence except in situations where the conflict is related to the use of the property, in which case the more restrictive regulation takes precedence. In station areas within an Overlay District, the Overlay District shall take precedence.

N. Developments over five (5) acres: Large scale developments have the potential to function as a self contained mixed-use neighborhood and could have both positive and negative impacts on nearby properties. All developments over five (5) acres in size shall be designed and planned to include a series of blocks and a network of public or private streets that connects to the existing public streets in the area and to adjacent development and neighborhoods. Buildings should be oriented to this street network. Regulating block size is necessary to provide development sites that are oriented to the pedestrian while accommodating other modes of transportation. A street network is required to ensure adequate circulation for pedestrians, bicycles, automobiles and service vehicles through the site, to adjacent sites and the public streets. These standards are in addition to all other applicable standards. In situations where the standards in this section conflicts with a standard in another section, the standard in this section shall take precedence. A separate development score is required for each new principal building in a development over five (5) acres. A development over 5 acres will go through the review process based on the lowest development score assigned to an individual building in the development.

1. **Block Layout:** The intent of regulating blocks is to create a development pattern where all principal buildings have their primary façade facing a street, whether public or private. All developments over five (5) acres in size shall be designed to include a series of blocks based on the standards below:
 - a. The maximum perimeter dimension of any block is 1600 feet. The maximum length of any individual block face shall be 440 feet.
 - b. The maximum perimeter dimension may be increased up to 2400 linear feet and the maximum length of any block face increased up to 600 feet provided a midblock pedestrian network is included. The midblock pedestrian network must be a minimum of 20 feet wide and include pedestrian amenities such as lighting, benches, and other similar features. The midblock walkway shall connect to at least two block faces or be extended to the property line to allow for future extension. Standards 21A.26.078 H1-3 apply to building walls adjacent to a midblock walkway.

2. **Housing Proximity to Transit:** Developments that include housing should cluster the housing so a minimum of 50% of the housing is located with ¼ mile walking distance of a transit platform.

3. **Connectivity to public streets, sidewalks and bicycle lanes:** In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travel ways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes. All new streets shall be designed as a complete street that provides space for pedestrians, bicyclists and automobiles.

4. **Vehicle Access:** Regulating access to private property from public streets is necessary for integrating private development and public spaces. Limiting the number of access points and spacing between access points reduce areas of conflict between vehicles, pedestrians and bicycles. Maximum access widths promote a development pattern that is oriented to pedestrians and bicyclists while accommodating vehicles.
 - a. Access points located on public streets intended for vehicles shall be spaced a minimum of 100 feet apart.

 - b. No property shall have more than one vehicle access point for every 200 linear feet of frontage on a public street.

 - c. No access drive shall be greater than 24 feet wide.

 - d. The location of all vehicle access points are subject to approval from the Transportation Division of the City. The standards of this section may be modified by the Transportation Division when, in the opinion of the Director of the Transportation Division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

5. **Internal Circulation:** Internal circulations systems allow for vehicles, pedestrians and bicyclists to move safely and efficiently throughout a development site. A logical, simple and well designed internal circulation system that connects with adjacent circulation networks provides room for vehicles, safe walking paths for pedestrians through the parking lot and the site to the public way, and well marked routes for bicycles travelling from public spaces to bicycle parking areas within a site. The internal circulation system shall be designed to move vehicles at speeds of 20 miles per hour less.
 - a. All internal vehicle travel lanes that connect internal parking areas with a public street shall be designed to meet the minimum requirements in 21A.44.020.

 - b. All internal drive aisles, sidewalks and paths shall be extended to property lines to allow for future cross access to adjacent properties when the adjacent property is undeveloped and to the public right of ways.

 - c. The centerline of all internal streets shall be in line with the centerline of a street on the opposite side of an intersecting street unless the intersecting street is divided by a

median. Offset streets shall be a minimum of 200 feet apart, measured from centerline to centerline.

- d. Any street that is to be publicly dedicated shall meet the City's minimum construction and design standards (including street lighting, park strip, street trees, etc.).
- e. **Pedestrian Routes:** Pedestrian routes that provide safe, comfortable, clear and direct access throughout the development shall be provided. Pedestrian paths shall be bordered by residential fronts, green space, active open space, or commercial store fronts.
- f. A coordinated system of bicycle paths should be provided.
- g. The internal circulation network is subject to approval from the Transportation Division of the City. The standards of this section may be modified by the Transportation Division when, in the opinion of the Director of the Transportation Division, a different design would improve the overall safety for all modes of transportation or improve the efficiency of the transportation network.

- 6. **Connectivity to public streets, sidewalks and bicycle lanes:** In order to ensure that the development will be fully integrated into the transit station area, that safe and efficient travel ways are provided, and to limit the impact on the primary transit street and other adjacent streets, the internal circulation system, including private streets, drive aisles, sidewalks and bicycle lanes shall connect to the public street, sidewalks and bicycle lanes.
- 7. **Parking:** Parking may be provided along any private street within a development over five (5) acres. The parking shall be counted towards the applicable off-street parking standard when provided on private streets. All parking areas and stalls must comply with the parking lane widths identified in Table 21A.26.078 L.
- 8. **Open Space:** In order to provide space for passive and active recreation, public and private gatherings, offset storm drainage due to non-permeable surfaces and as an amenity to individual developments and their residents, employees and customers, usable open space is required for all new developments.
 - a. In the Core and Transition Areas of all Station Areas, a minimum of 10% of the site, up to 15,000 square feet, shall be devoted to open space. Usable open space includes landscaped areas, plazas, outdoor dining areas, terraces, roof top gardens, storm water retention areas, and any other similar type of area.
 - b. **Connectivity to adjacent open space:** When adjacent to public open space, parks, trails and pathways, open space on developments over 5 acres in size are encouraged to provide access to the public open spaces.
- 9. **Landscaping:** All areas not occupied by buildings, plazas, terraces, patios, parking areas, or other similar feature shall be landscaped. If a project is developed in phases, only those areas in a phase that is under construction shall be landscaped. Landscaping in future phases shall be

installed as those phases develop. Areas in future phases may be used as community gardens or other active open space until such time as development of that phase begins.

- 10. Sustainable Developments:** Developments that are pre-certified as LEED Gold ND by the US Green Building Council shall be assigned the minimum development score required for Administrative Review pursuant to section 21A.26.078.C.3 provided all other development standards in this chapter are complied with.

**Necessary amendments for parking ratio standards:
(Underlined text would be new additions to the existing text to the specific section)**

21A.44.040 Transportation Demand Management

C. Special Minimum And Maximum Parking For Certain Districts: The regulations of this subsection are intended to reduce traffic volumes, energy consumption, pollution and encourage multi-modal transit in certain zoning districts by reducing the minimum number of parking spaces required, and in some cases, limiting the maximum number of parking spaces allowed. The districts subject to these special controls are districts where alternative forms of transportation exist. The districts subject to these special controls shall be subject to the requirements of section [21A.44.060](#) of this chapter, only to the extent specifically established in this subsection.

8. TSA District

- a. There are no minimum off-street parking requirements in the Core Area as identified in section 21A.26.078.
- b. The minimum off-street parking requirement in a Transition Area as identified in section 21A.26.078 shall be equal to 50% of the requirement in section 21A.44.060..
- c. The maximum off-street parking allowed shall be as follows:
 - i. Residential Uses: one stall per dwelling unit in the Core Area and 1.5 stalls per dwelling unit in the Transition Area.
 - ii. All other uses: 3 stalls for every 1,000 square feet of net floor space in the Core and Transition Area.
 - iii. Mixed use Developments: the maximum off-street parking requirements for mixed use developments shall be calculated based on the above ratio for each different type of use that may occupy the building.

Necessary Amendments for signs:

Amendment to existing zoning regulations for signs (proposed changes are underlined): The only changes are to add the district name to this section. The sign regulations in TC-75 will be applied to the TSA zoning district):

21A.46.095: SIGN REGULATIONS FOR TRANSIT CORRIDOR AND TRANSIT STATION AREA DISTRICTS:

The following regulations shall apply to signs permitted in transit corridor and transit station districts. Any sign not expressly permitted by these district regulations is prohibited.

A. Sign Regulations For The TC-75 Transit Corridor District and TSA Transit Station Area District:

1. Purpose: Sign regulations for the TC-75 and TSA districts are intended to provide for appropriate signage oriented primarily to pedestrian and mass transit traffic.
2. Applicability: Regulations in subsection A3 of this section shall apply to all lots within the TC-75 and TSA districts.
3. Sign Type, Size And Height Standards:

STANDARDS FOR THE TRANSIT CORRIDOR DISTRICT (TC-75) AND TRANSIT STATION AREA

Types Of Signs Permitted	Maximum Area Per Sign Face	Maximum Height Of Freestanding Signs ¹	Minimum Setback ²	Number Of Signs Permitted Per Sign Type	Limit On Combined Number Of Signs ³
Awning/canopy signs	1 square foot per linear foot of storefront (sign area only)	See note 1	May extend 6 feet from face of building, but no more than 2 feet from back of curb ⁶	1 per first floor door/window street frontage	None
Construction sign	64 square feet	12 feet	5 feet <u>or on construction fence</u>	2 per building	None
Flat sign (general building orientation)	1.5 square feet per linear foot of building face ⁵	See note 1	n/a	1 per building face	None
Flat sign (storefront orientation) ⁴	1.5 square feet per linear foot of store frontage ⁵	See note 1	n/a	1 per business or storefront	None
Marquee sign	Subject only to subsection 21A.46.0700 of this chapter			1 per storefront	None
Monument sign	100 square feet	12 feet	None	1 per street frontage	
Nameplate, identifying building name	3 square feet	8 feet	n/a	1 per building	None
New development sign	80 square feet	12 feet	5 feet	1 per development	None
Political sign	32 square feet	8 feet	5 feet	No limit	None
Private	8 square feet	4 feet	5 feet	No limit	None

directional sign					
Projecting business storefront sign	4 square feet per side; 8 square feet total	See note 1. Sign face limited to 2 feet in height	May extend 4 feet from the face of the building, but no more than 2 feet from back of curb ⁶	1 per business entry to the street	None
Projecting parking entry sign	4 square feet per side; 8 square feet total	See note 1. Sign face limited to 2 feet in height	May extend 4 feet from the face of the building, but no more than 2 feet from back of curb ⁶	1 per driveway or parking lot entry	None
Public safety sign	8 square feet	6 feet	5 feet	No limit	None
Real estate sign	64 square feet	12 feet	5 feet	1 per building	None
Window sign	25% of total frontage window area per use	See note 1	n/a	No limit	None

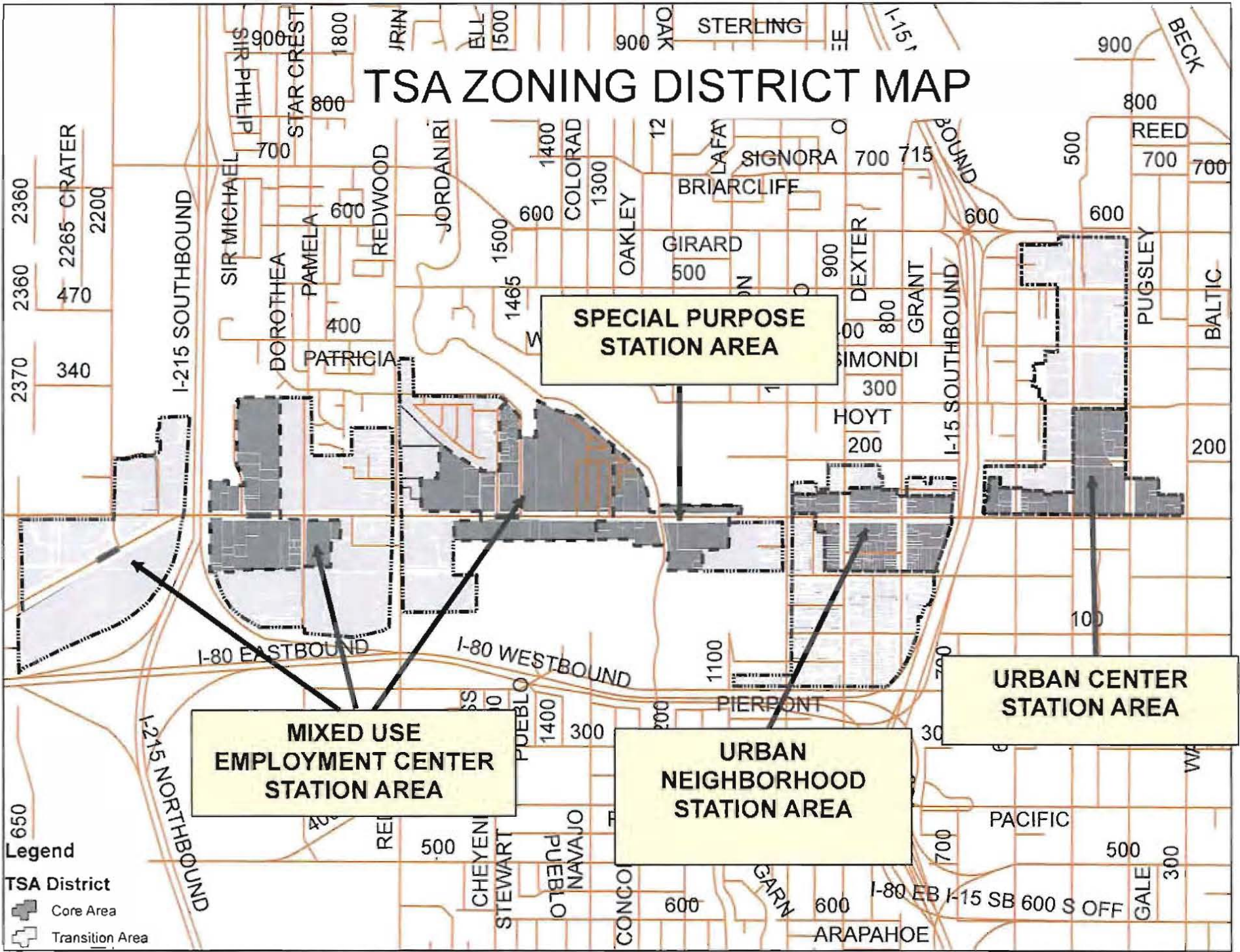
Notes:

1. For height limits on building signs, see subsection [21A.46.070J](#) of this Chapter.
2. Not applicable to temporary signs mounted as flat signs.
3. The total number of signs permitted from the sign types combined.
4. Storefront flat signs limited to locations on the lower 2 floors.
5. A single tenant building may combine the square footage total of both the storefront orientation and the general building orientation flat signs to construct 1 larger sign.
6. Public property lease and insurance required for projection over property line.

Attachment B
Transit Station Area Development Guidelines

Attachment C
Map of TSA zoning district

TSA ZONING DISTRICT MAP



Legend

TSA District

- Core Area
- Transition Area

Attachment D
Public Comments

Comment Sheet

Transit Station Area Zoning District and Station Area Design Guidelines

Name:

KERRI DUXTON

Comment:

VERY EXCITED ABOUT THE
PROPOSED CHANGES!

THANK YOU.

Comment Sheet

Transit Station Area Zoning District and Station Area Design Guidelines

Name:

Mark Jacobsen

Comment:

good info! Please help us preserve self storage
in this district - great need. (gateway storage & trucks)

Norris, Nick

From: Larry A. Steele [jsteele@easilink.com]
Sent: Tuesday, February 16, 2010 5:01 PM
To: Norris, Nick
Subject: North Temple Station Area Plans

Categories: Other

Nick – I received the notice hearing on Feb 24, 2010. I will not be able to attend, but did want you to know that I favor the plan generally and favor the placement of the Station at 800 West. This location would provide great access to a large area of the population. Thank you.

Larry A. Steele
804 W. 100 S
SLC.

Norris, Nick

From: Robert Zitting [rcz999@hotmail.com]
Sent: Monday, April 19, 2010 10:42 AM
To: Norris, Nick
Subject: North Temple Blvd Open House

Hi Nick. I received a notice of a open house regarding the North Temple Corridor. I will not be able to attend because My Wife is having a Total Knee replacement that week. My buisness is Pure Water Technologies located at 11 South Jeremy Street, just on the south side of the south temple tracks and Jeremy Street approx 850 West. It looks like my property is in the Transition area according to your map. Please let me know what the new zoning is proposed to be. From past meetings for the Euclid neighborhood redevelopment, I believe we are in medium density housing. (appartments or condos up to 4 story). If that is not true or is being changed please send me the new information. email is fine. Some color maps would be nice. We are looking forward to the redevelopment of this area and are happy to see any changes that could help us get rid of the crack houses in the area.

Robert Zitting
801-509-8462

Hotmail has tools for the New Busy. Search, chat and e-mail from your inbox. [Learn more.](#)

Attachment E

City Department/Division Comments

Norris, Nick

From: Norris, Nick
Sent: Monday, April 26, 2010 4:22 PM
To: Roof, Becka; Young, Kevin; Weiler, Scott; Garcia, Peggy; Butcher, Larry; Itchon, Edward; Bulterfield, Edward; Farrington, Bob; Nielson, Paul; Brede, Richard; Bennett, Vicki
Cc: Coffey, Cheri
Subject: Proposed new zoning district and design guidelines
Attachments: Design and Development Guidelines.pdf; Transit Station Area Zoning District April 26th version.docx

Categories: Program/Policy

Attached is a proposed new zoning ordinance and associated design guidelines for your review. The zoning ordinance would be mapped along North Temple. A map can be found within the zoning ordinance. Please review the documents and reply with any comments or input. If you have no comments, please reply to this email indicating you have no comment. Please have comments returned to me by May 4, 2010. Due to time sensitivlty issues, this review is being processed rather quickly so that we can hold a public hearing on May 12, 2010. If you have any questions, please contact me.

Nick Norris AICP
Senior Planner
Salt Lake City Corp.
451 South State Street #406
PO Box 145480
Salt Lake City, UT 84111-5480
(801)-535-6173
Nick.Norris@slcgov.com

Norris, Nick

From: Bennett, Vicki
Sent: Friday, April 30, 2010 8:04 AM
To: Norris, Nick
Subject: RE: Proposed new zoning district and design guidelines

Categories: Other

I looked it over, Nick everything looks good to me.

Vicki

From: Norris, Nick
Sent: Monday, April 26, 2010 4:22 PM
To: Roof, Becka; Young, Kevin; Weiler, Scott; Garcia, Peggy; Butcher, Larry; Itchon, Edward; Butterfield, Edward; Farrington, Bob; Nielson, Paul; Brede, Richard; Bennett, Vicki
Cc: Coffey, Cheryl
Subject: Proposed new zoning district and design guidelines

Attached is a proposed new zoning ordinance and associated design guidelines for your review. The zoning ordinance would be mapped along North Temple. A map can be found within the zoning ordinance. Please review the documents and reply with any comments or input. If you have no comments, please reply to this email indicating you have no comment. Please have comments returned to me by May 4, 2010. Due to time sensitivity issues, this review is being processed rather quickly so that we can hold a public hearing on May 12, 2010. If you have any questions, please contact me.

Nick Norris AICP
Senior Planner
Salt Lake City Corp.
451 South State Street #406
PO Box 145480
Salt Lake City, UT 84111-5480
(801)-535-6173
Nick.Norris@slcgov.com



Salt Lake City
Department of Airports

April 28, 2010

Nick Norris AICP
Salt Lake City Corporation
451 South State Street #406
PO Box 145480
Salt Lake City, UT 84114-5480

Dear Nick,

Thank you for sending the proposed 21A.26.078 TSA Transit Station Area District zoning ordinance and the Transit Station Development Guidelines.

Reviewing the text of these two documents, the proposed TRAX station, to be constructed adjacent to airport terminal 1, will not be subject to these regulations. The proposed ordinance clearly excludes the airport station. Section A on page 1 of the proposed TSA district states, "The purpose of the TSA Transit Station Area district is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations." This purpose statement is in direct conflict with the purpose of the airport environment and it is agreed that the proposed zoning regulations should not apply to the future airport TRAX station located on airport property.

There is an area of airport property that should be removed from the map on page 4. The referenced map is under the chapter titled, "Mixed Use Employment Center Station." The southwestern edge of the map that is included in the 1950/2200 West Station area map is airport property. For further clarification, we prepared a map showing the area owned and controlled by the airport that should be removed from the proposed TSA zoning ordinance map.

Please contact me at 801-575-2231 if you would like further clarification.

Sincerely,

A handwritten signature in blue ink, appearing to read "Allen McCandless".

Allen McCandless, Director
Planning & Capital Programming

map attachment
c. Maureen Riley
Kevin Robins

1950/2200 West Station Area

Legend

TSA District

Core Area

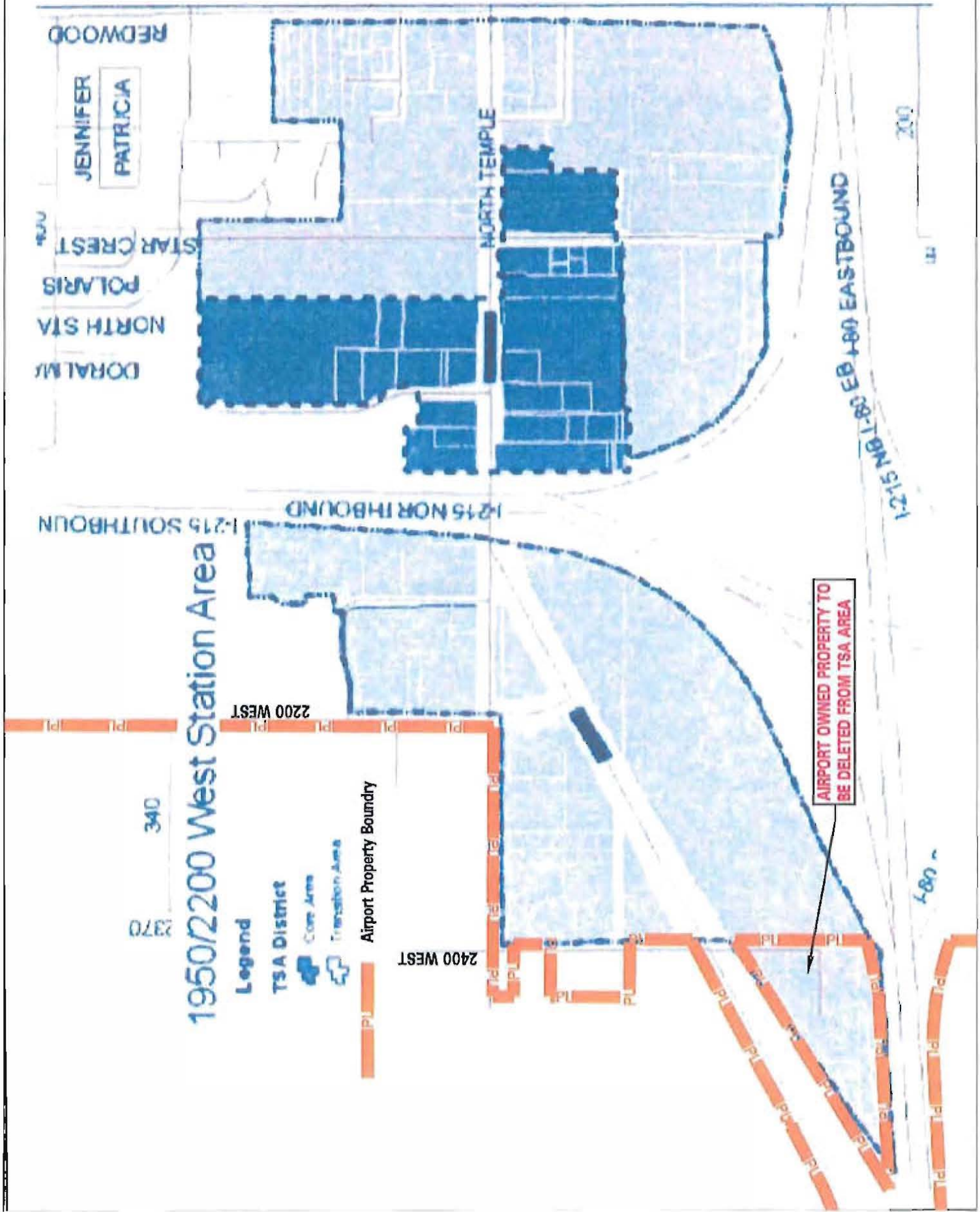
Transition Area

Airport Property Boundary

2400 WEST

2200 WEST

2370 340



Norris, Nick

From: Drummond, Randy
Sent: Thursday, May 06, 2010 8:59 AM
To: Norris, Nick
Subject: RE: Proposed new zoning district and design guidelines

Categories: Other

Nick, the Engineering Division has no concerns regarding the proposed guidelines.
Randy

From: Weller, Scott
Sent: Tuesday, April 27, 2010 5:26 PM
To: Drummond, Randy
Subject: FW: Proposed new zoning district and design guidelines

Please handle.

From: Norris, Nick
Sent: Monday, April 26, 2010 4:22 PM
To: Roof, Becka; Young, Kevin; Weiler, Scott; Garcia, Peggy; Butcher, Larry; Itchon, Edward; Butterfield, Edward; Farrington, Bob; Nielson, Paul; Brede, Richard; Bennett, Vicki
Cc: Coffey, Cheri
Subject: Proposed new zoning district and design guidelines

Attached is a proposed new zoning ordinance and associated design guidelines for your review. The zoning ordinance would be mapped along North Temple. A map can be found within the zoning ordinance. Please review the documents and reply with any comments or input. If you have no comments, please reply to this email indicating you have no comment. Please have comments returned to me by May 4, 2010. Due to time sensitivity issues, this review is being processed rather quickly so that we can hold a public hearing on May 12, 2010. If you have any questions, please contact me.

Nick Norris AICP
Senior Planner
Salt Lake City Corp.
451 South State Street #406
PO Box 145480
Salt Lake City, UT 84111-5480
(801)-535-6173
Nick.Norris@slcgov.com

5.C Planning Commission Minutes
April 28, 2010 (Briefing)
May 26, 2010
June 9, 2010

SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, April 28, 2010

Present for the Planning Commission meeting were Chair Babs De Lay and Vice Chair Frank Algarin; and Commissioners Tim Chambless, Angela Dean, Michael Fife, Michael Gallegos, Matthew Wirthlin, Mary Woodhead and Kathleen Hill. Commissioner Susie McHugh was excused.

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at 5:45 p.m. Audio recordings of the Planning Commission meetings are retained in the Planning Office for an indefinite period of time. Planning staff members present at the meeting were: Wilford Sommerkorn, Planning Director, Joel Paterson, Manager; Casey Stewart, Principal Planner; Ray Milliner, Principal Planner, Nick Norris, Senior Planner, Paul Nielson, City Attorney; and Angela Hasenberg, Senior Secretary.

6:11:37 PM Briefing

Transit Station Area Zoning District—the Planning Commission will hold a briefing and discuss with staff the proposed Transit Station area Zoning District. The purpose of the briefing will be to update the Planning Commission on the proposed Transit Station Area Zoning District. The Transit Station Area Zoning District is proposed within the station areas identified in the North Temple Boulevard station Area Plans. The proposed zoning district includes areas within Council district 1 represented by Carlton Christensen, Council District 2 by Van Turner and Council district 3 represented by Stan Penfold.

Planner Nick Norris gave a PowerPoint presentation outlining the future plans for the North Temple Corridor relating to zoning.

Commissioner Woodhead asked questions regarding the point system assigned to the elements of the project

Commissioner Dean inquired about open space requirements and landscaping, water wise usage and its use along the corridor.

Mr. Norris noted that there is a requirement for open space. The standard is 10% in both the core and transition areas, as well as a certain square footage of the lot. There is a guideline regarding open space and sustainable site design. Points can be given for having local climate appropriate landscaping.

Commissioner Dean followed with a question regarding eyes on the street, but not necessarily access from the street,

Mr. Norris addressed the standards that addressed entrances on the street.

Commissioner Hill asked about a provision regarding pedestrian congestion and wondered about the possibility of setting more specific standards.

Mr. Norris discussed the parking issues, highlighting existing parking standards. He noted that specific items can be added to the standards or can be added it as a guideline, if the Planning Commission so desires. He discussed the reasoning behind the point system.

Commissioner Fife asked about the prohibitive uses, and asked for clarification of RV and Truck sales along the corridor. He inquired if that is meant to be there. He also asked about warehousing and distribution centers and whether they are allowed.\

Mr. Norris responded that he would verify and report back at the next meeting.

Commissioner Woodhead asked about zoning for homeless shelters in the area.

Mr. Norris responded that homeless shelters are proposed as a prohibited use and as the City is in the process of reconsidering how to look at them.

The meeting adjourned at 6:55 p.m.

SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, May 26, 2010

Present for the Planning Commission meeting were Chair Babs De Lay: and Commissioners Tim Chambless, Angela Dean, Michael Fife, Susie McHugh, Matthew Wirthlin, Mary Woodhead, and Kathleen Hill. Frank Algarin and Michael Gallegos, Commissioners were excused.

A field trip was held prior to the meeting. Planning Commissioners present were: Tim Chambless, Angela Dean, Michael Fife, and Matthew Wirthlin. Staff members present were: Joel Paterson, Wayne Mills and Ray Milliner.

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at 5:45 p.m. Audio recordings of the Planning Commission meetings are retained in the Planning Office for an indefinite period of time. Planning staff members present at the meeting were: Wilford Sommerkorn, Planning Director, Joel Paterson Programs Manager; Janice Lew, Senior Planner, Ray Milliner, Principle Planner, Nick Norris, Programs Manager, Doug Dansie, Senior Planner, and Wayne Mills, Senior Planner; and Angela Hasenberg, Senior Secretary.

Public Hearing: 6:27:24 PM

PLNPCM2010-00096 North Temple Boulevard and Vicinity Rezoning: A request by the Salt Lake City Planning Commission regarding the adoption of the TSA Transit Station Area Zoning District and amending the official zoning map by rezoning certain properties along North Temple Boulevard and other properties in close proximity to the Airport Light Rail Line between approximately 300 West and 2400 West.

Chairperson De Lay recognized Nick Norris as staff representative.

Mr. Norris explained the items that have changed since the last presentation on April 28.

Based on the feedback that was received, wording has been changed and added to and amending the development guidelines, and modified the prohibitive use chart, based on the recommendations of the Planning Commission, clarifications were made to definitions, ie, regulations that prohibited secondary use structures in front yards, increased threshold values for the development score to 0-49 points for tier one, 50-99 for tier two, 100+ for tier three.

The number of points available for certain guidelines, such as floor-area ratio, vertical mix of uses, water wise landscaping were increased. New guidelines were added for development located near an existing mixed-use area.

Clarification was made regarding community serving uses and what specific uses would. The guidelines for open space and open space at transit station were combined , as were the the guidelines for parking structure and wrapped parking structures.. Concerns have been noted about outdoor storage and what it entails; it is listed as a prohibitive usesbut some property owners

have suggested prohibiting it as a primary use, but allowing it when it is incidental to the main use and located behind the main building.

Regulations have been added to clarify the location of surface parking lots located at block corners. Staff is proposing to use the TC-75 zoning district language which requires surface parking lots to be located a minimum of 60 feet of a front or a corner side yard lot line.

Green building points regarding LEED certification had not been finalized. There were protocols in place to expedite permits that allows people to post a bond of \$10,000.00 that was refundable if the applicant could demonstrate that they actually received the certification from the US Green Building Council. The question became was that the direction we really want to go. The main issue was administrative. What happened if the project is completed but the owner never submits for certification from the US Green Building Council? Mr. Norris stated that if the approval was based on this conditions, it it wasn't likely that the City could take back the approval. Another option was something that was built off of the ICC code, the National Green Building Codes, which is more in line with the existing building code and has been used by the permits office as an alternative for the expedited LEED permits. The benefit was that upon the submission of a building permit, the applicants were including a check list and descriptions of how they meet the standard. This made the permit process easier. There were still issues to be resolved.

Planning Staff's recommendations for this is to take the LEED segment out, and not issue points for LEED certification. Doing that would allow staff to expedite this issue to the City Council before the temporary zoning requirements expire August 2, 2010.

Debate over the wording of the point system.

Myra Close a citizen, spoke *against* the petition, asking how the rezoning will impact the All Seasons mobile home park.

Mr. Norris responded that the All Seasons community would be rezoned to transit station area transitional zone, which would allow increased building height over the current zoning. Mr. Norris noted that its current use is an allowed current use and the rezoning would not change that. He also stated that the added uses would give the landowner more options for the use of his property.

Chairperson De Lay asked if they manufactured home residents own the land.

Ms Close responded that they did not, that they leased it.

Mr. Norris stated that there could be an increased number in dwelling units.

Ms. Close inquired if the property could be sold "out from under them".

Chairperson De Lay clarified that a property owner is entitled to sell their own land.

Ms. Close stated that her understanding was that it was zoned as a mobile home park and that its use could only be that.

Mr. Norris reiterated that the rezone increases the uses of the property.

Ms. Close asked why there needed to be more uses.

Ms. Hill stated that the property owner has the right to the greatest possible use of the land. Ms. Close noted that it is a senior citizen park, and the residents chose to live there.

Commissioner Woodhead asked if it is zoned that manufactured homes are the only legal use permitted there.

Mr. Norris and Ms Close both agreed that it was.

It was clarified that the owner has the ability to apply for a zoning amendment.

Mr. Sommerkorn asked what the current designation for that area was, he inquired whether it was low density. Stating that if it were, under the master plan for the area, designated for low density residential, the owner could petition for a rezone to a residential zone, he explained that it was a possibility, under the current plan. The new plan designates an additional number of uses that could be designated, and could be rezoned, as well.

Chairperson De Lay noted that the owner could petition the city at any time to change the use of the property.

Mr. Norris stated that the rezone is multifamily, and therefore, the owner could change the type of housing in that area.

Jeff Salt, Great Salt Lake Keepers 723 E. Lisonbee Ave.

Issues: open space planning

Policy conflicts with the City and City Council

Ordinance for the RCO did not work for the Jordan River and needs to be re-written.

100 foot setback was inadequate, and therefore, 50 foot setback would be worse.

Property located at North Temple and the Jordan River is owned by the State of Utah.

Commissioner Chambless asked if 100 feet was not ideal, how much space would be.

Mr. Salt responded that 200 feet would be more functional.

JoAnn Anderson, 1590 Spring St, spoke *against* the rezone.

Mr. Norris made note that many of the issues presented had not be made until this meeting. He suggested changing the boundary of the rezone to remove the area in question. He added that this is just one step in the process, and that the City Council would make the ultimate decision.

Rod Olsen and Jeri Olsen 744 Jackson Avenue spoke in *support* of the North Temple rezone. They would like the rezone to extend to 200 North.

Mr. Norris responded that density, building intensity, the location of the National Historic District and the location of Jackson Elementary Were the reasons why staff is not recommending changes to the 200 North blockface.

Commissioner Woodhead asked if Mr. Olsen's property zone was split, transitional and R1-5000. She asked what was on the property.

Mr. Olsen responded that a single family house and two duplexes. He also noted that the city property was 120 feet wide, 200 North could accommodate more traffic.

Major Raymond, 35 North Orange Street, asked for clarification of the rezoning.

7:21:01 PM Motion:

Commissioner Woodhead made the motion that in the case of PLNPCM20010-00096 North Temple Boulevard and vicinity rezoning to table the decision on this petition until the next meeting and that staff provides additional information regarding options in regard to the manufactured homes and information options regarding the Jordan River. Additionally change the wording regarding scale along the riverfront.

Second: Mathew Wirthlin

Vote: Commissioner Woodhead, Chambless, Dean, Fife, Hill, and Wirthlin all voted aye, the motion passed unanimously.

SALT LAKE CITY PLANNING COMMISSION MEETING
In Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, June 9, 2010

Present for the Planning Commission meeting were Chair Babs De Lay and Vice Chair Frank Algarin; and Commissioners Tim Chambless, Angela Dean, Michael Fife, Michael Gallegos, Matthew Wirthlin, and Susie McHugh. Commissioners Mary Woodhead and Kathleen Hill were excused.

A roll is being kept of all who attended the Planning Commission Meeting. The meeting was called to order at 5:45 p.m. Audio recordings of the Planning Commission meetings are retained in the Planning Office for an indefinite period of time. Planning staff members present at the meeting were: Cheri Coffey Assistant Director, Joel Paterson, Manager; Nick Norris, Manager Wayne Mills, Senior Planner; Casey Stewart, Principal Planner; Mike Maloy, Principal Planner, Nole Walkingshaw, Senior Planner, Paul Nielson, City Attorney; and Angela Hasenberg, Senior Secretary.

Field Trip Notes (Taken by Nick Norris)

Planning Commissioners visited the Hampton Inn/Foothill Dental mixed use project. Planner Casey Stewart explained the proposal, there were no questions.

Approval of Minutes from Wednesday, April 14, 2010 was postponed until June 23.

Report of the Chair and Vice Chair

Chair De Lay stated that there had been no recent meetings with the City Council.

Report of the Assistant Director

Assistant Director, Cheri Coffey offered that the Historic Landmark Commission was looking at a preservation plan that had been sent to the City Council, and Public Hearing had been held. A current issue was that the Landmarks Commission cannot initiate petitions, however, the Planning Commission could and there was a request to allow the Planning Commission to look at the feasibility of amending the Ordinance to allow the Landmarks Commission to initiate petitions that relate to historic preservation.

5:49:56 PM Motion:

Commissioner Wirthlin made a motion to approve.
Commissioner Mc Hugh seconded the motion.

Commissioners Algarin, Dean, Fife, Gallegos, Wirthlin, and McHugh all voted "aye" the motion passed unanimously.

5:50:48 PM Motion:

Commissioner Gallegos made a motion to move item PLNPCM2010-00096 to be heard first.

Commissioner Fife seconded the motion

Commissioners Algarin, Dean, Fife, Gallegos, Wirthlin, and McHugh all voted "aye" the motion passed unanimously.

Unfinished business:

PLNPCM2010-00096 North Temple Boulevard and Vicinity Rezoning: A request by the Salt Lake City Planning Commission regarding the adoption of the TSA Transit Station Area Zoning District and amending the official zoning map by rezoning certain properties along North Temple Boulevard and other properties in close proximity to the Airport Light Rail Line between approximately 300 West and 2400 West. The properties are located in Council District 1 represented by Carlton Christensen, District 2 represented by Van Turner and District 3 represented by Stan Penfold (Staff contact: Nick Norris at 801-535-6173 or nicknorris@slcgov.com).

Chair De Lay recognized Nick Norris as staff representative.

Mr. Norris offered responses to three issues presented at the May 26 Planning Commission Meeting. He also noted that although this wasn't a public hearing, the hearing before the City Council would be a public hearing, and all emails and information would be forwarded to them.

The items in question were: outdoor storage, surface parking lots at corners and using LEED certification as guidelines.

1. **Outdoor storage:** The question was asked whether the Planning Commission approved this use as an accessory use when located behind primary buildings or whether it should be prohibited.
2. **Surface parking lots:** Staff proposes to adopt the language that exists in the TC-75 zone which requires a 60 foot setback from either a front or a corner side yard, if no building will be placed in either of those locations, it would have needed to be completely landscaped.
3. **Clarification of the development guidelines with LEED standards.** Staff understood that they were given direction to take that element out temporarily to allow more time for research and better administer standards for our application process.

New issues:

1. **All Seasons Mobile Home Park:** Staff recommends to remove this area from the proposed zoning which would leave the existing zoning of MH, mobile home park in place.
2. **Building Setbacks along the Jordan River:** Questions were asked about what would be an appropriate distance and whether it should match building height, the maximum permitted height is 75 ft., most properties were fairly large, there was one parcel that might have had an issue. At issue is where the setback is measured from. The Riparian

Corridor Overlay measured from the annual high water mark, public utilities is in the process of mapping the information for the Jordan River and did not have a definite answer however, it was estimated that it would be measured near the top of bank, give or take a foot, in that case, having used the best measurement, development would have been prohibited on 46 percent of the lot. Using property lines, which would bring the line approximately 30 ft closer than the high water line, and that would prevent development on 69 percent of the lot.

Mr. Norris stated that the other option is to allow the Riparian Corridor Overlay to do what it was intended to do, which would allow a 50 foot no build setback from the annual high water line, and then add a required setback for buildings between 50 and 75 feet in height. Chairperson De Lay asked if the State Corps of Engineers were consulted or is this very standard in the state, or is this a new invention.

Mr. Norris stated that he did not know the answer to the question, staff consulted with Public Utilities regarding this issue, and they felt that the Riparian Corridor Overlay would do the job it is intended to do in this particular location.

Commission Dean clarified that if a building were built to a 75 foot height, that is then the required setback, from the high water mark.

Mr. Norris responded that it could be measured a number of ways, from 1.) High water mark 2.) Property lines, which are two different points and it will vary depending on the length of the river.

Mr. Norris stated that it would be similar to other setback requirements in the proposed zoning district, where it requires building setbacks to match building when adjacent to a single family residential zoning district. Mr Norris suggested adding wording that stated "all buildings must be setback a minimum of 50 feet, for any additional height over 50 feet the setback must increased one foot for every additional foot of height."

Mr Norris addressed the issue of extending the zoning to 200 North. Staff's recommendation was based on the nature of the area, the fact that it is located in a National Historic District and that the most recent survey indicated that the majority of the homes on the block are still contributing, contrary to what was heard at the prior meeting, the proposed boundary does follow property lines, no properties are split, and staff recommends no changes to the zoning in the area.

5:59:34 PM Motion:

Commissioner Fife made the motion in the matter of **PLNPCM2010-00096 North Temple Boulevard and Vicinity Rezoning**: The Commission forwarded a favorable recommendation to the City Council with the following modifications:

- a. To amend the official zoning map to add the TSA zoning district to properties on and near North Temple as indicated in attachment C of the staff report.
- b. Amend chapter 21A.44.040 Transportation Amend Management
- c. Amend chapter 21A.46.095 Sign regulations for transit corridor and transit station area districts as indicated in attachment A for the following reasons as stated 1-4.

- d. Remove the LEED standards as a development guideline and replace it with the ICC National Green Building standard.
- e. Clarify location of surface parking lots on corner properties as stated in the memo dated June 1, 2010.
- f. Add language to the district that would require a 50 foot set back from the annual high water mark of the Jordan River
- g. For buildings taller than 50 feet and adjacent to the Jordan River, the 50 foot building setback requirement will increase one foot for every foot of building height above fifty feet.
- h. Remove the All Seasons Mobile Home Park from the zoning proposal and maintain the existing zoning in that area.

Commissioner Dean seconded the motion.

Commissioners Algarin, Dean, Fife, Gallegos, Wirthlin, and McHugh all voted "aye" the motion passed unanimously.

6. Original Petition

400-06-21

SALT LAKE CITY
PLANNING COMMISSION MEETING
In Room 326 of the City & County Building
451 South State Street, Salt Lake City, Utah
Wednesday, June 28, 2006

Present for the Planning Commission meeting were Laurie Noda (Chairperson), Tim Chambless, Babs De Lay, John Diamond, Robert Forbis Jr., Prescott Muir, Kathy Scott, Jennifer Seelig and Matthew Wirthlin. Peggy McDonough was excused from the meeting.

Present from the Planning Division were Alexander Ikefuna, Planning Director; Cheri Coffey, Deputy Planning Director; Doug Wheelwright, Deputy Planning Director; Kevin LoPiccolo, Zoning Administrator; Doug Dansie, Principal Planner; Elizabeth Giraud, Senior Planner; Marilyn Lewis, Principal Planner; Ray McCandless, Principal Planner; Wayne Mills, Senior Planner and Cindy Rockwood, Planning Commission Secretary.

Petition Initiated (North Temple Rezone)

Mr. Ikefuna stated that a request to initiate a petition to rezone properties along North Temple west of 500 West from Commercial Corridor (CC) to Transit Corridor Zoning was included in the packet of information. He stated that North Temple is a gateway to the City with many development requests being affected by the zoning. The reason for the petition is to ensure appropriate, established zoning for compatible development.

Commissioner Seelig made a motion to initiate a petition to allow Staff to research and analyze the appropriateness of rezoning the North Temple Corridor properties to a Transit Corridor Zone. The motion was seconded by Commissioner De Lay. All voted "Aye". The motion passed.

Commissioner Muir requested additional follow up be considered regarding the 400 South Corridor rezoning. With the implementation of the Transit Oriented Development (TOD) along the 400 South Corridor, Commissioner Muir stated that it would be helpful to include the results of what has occurred since the TOD Zoning. He stated that although the Transit Corridor (TC) Zoning has not been in place very long, the results of that rezoning should be considered when the North Temple potential rezone is considered.

Commissioner Seelig agreed to the amendment. Commissioner De Lay seconded. All voted "Aye". The motion passed with amendments.

MEMORANDUM

451 South State Street, Room 406
Salt Lake City, Utah 84111
(801) 535-7757



Planning and Zoning Division
Department of Community Development

TO: Planning Commission

FROM: Cheri Coffey *CC*

DATE: June 22, 2006

SUBJECT: Initiate Petition to rezone North Temple properties west of 500 West to a Transit Corridor Classification.

The Planning Staff is requesting that the Planning Commission initiate a petition to rezone properties along the North Temple Corridor from Commercial Corridor (CC) to an appropriate Transit Corridor zoning classification. The study area will be between approximately 500 West and 2200 West. This corridor is the future light rail corridor and a major gateway into the City. Due to ongoing inquiries and various vacant properties, staff would like to be proactive and start the rezoning process now to ensure future development is consistent with the concepts of a Transit Corridor.

Therefore, Staff respectfully requests that a Planning Commissioner initiate a petition to allow staff to research and analyze the appropriateness of rezoning the North Temple Corridor properties to a Transit Corridor Zone.

Thank you.

Remarks:

Petition No: **PLNPCM2010-00096**

By: **Salt Lake City Planning Division**

Transit Station Area Zoning District

Date Filed: March 2, 2010

Address: **Citywide**