

North Salt Lake Town Center Urban Design Standards

Project Summary, August 2026



IMPLEMENTING PREVIOUS PLANNING VISION

NORTH SALT LAKE GENERAL PLAN (2013)&

TOWN CENTER MASTER PLAN (2016)

Opportunities include:

- A unique sense of place and history;
- Key civic and public destinations already in place, including Hatch Park, City Hall and adjacent City Hall Park;
- Historical elements such as the Bamberger Railroad corridor and various preserved buildings;
- Significant areas of vacant, underutilized or non-conforming land, ripe for transformation and redevelopment;
- Good access to regional roadways including Interstate 15 and Interstate 215;
- Good potential for high-capacity Bus Rapid Transit (BRT) along the Highway 89 corridor, linking the Town Center with Salt Lake City and various Davis County destinations.

The North Salt Lake General Plan was updated in 2013, and incorporated an extensive public outreach campaign that was established to help determine the issues that matter most to City residents. **The results of this effort indicate overwhelming support for the creation of a town center around City Hall, including specific support for improved pedestrian amenities, public gathering spaces, and**

shopping, among others. Residents were also in favor of taller buildings and pedestrian-oriented building placement in this locale, as well as alternative parking solutions.

In fact, nearly every chapter of the updated North Salt Lake General Plan 2013 provides some form of guidance on how the Town Center should be formed, including specific planning and design principles to help transform the area into the heart and economic engine of the community. **Specifically, Chapter 7 of the updated General Plan addresses the Town Center and the Highway 89 Corridor; and Chapter 4 contains policies that encourage reduced parking requirements within the Town Center, designs to encourage parking to the rear and side of buildings, a right-of-way analysis to determine the dimensional conditions of Highway 89, and a detailed vision statement supporting high-capacity transit along Highway 89.**

The Town Center Master Plan builds upon the findings and suggestions contained in the North Salt Lake General Plan (2013). The plan specifically acknowledges that the formation of a vital town center in this location needs to stitch together three distinct neighborhoods – Orchard District to the east, the historic Bamberger District to the west, and the Highway 89 Corridor to the north. In order to be most successful, these seemingly incongruous places should be merged into a single destination, where the unique qualities of each sub-district are nonetheless expressed as part of a unified place. When fully realized, the North Salt Lake Town Center will be a special destination that is attractive and unique in appearance, but also a place with both a heart and a soul.

FREQUENTLY ASKED QUESTIONS

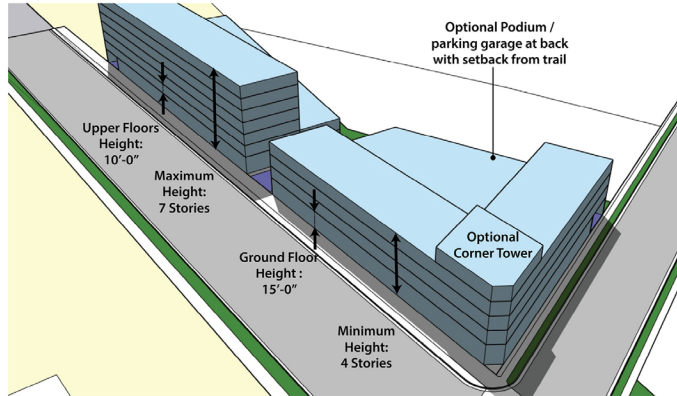
1. WHAT ARE URBAN DESIGN STANDARDS?

Urban Design Standards are a way to regulate development for the North Salt Lake Town Center. It replaces traditional zoning regulations with a code that is focused more on the building's look and feel rather than the uses located inside it. Defining the characteristics of the form for public spaces, buildings, and landscaping provides predictable development results.

Urban Design Standards are designed to create buildings that support a neighborhood's goal to become a thriving and attractive center. This requires buildings that promote walkability and connectivity, bring more customers to local businesses, attract more businesses, increase housing options, and create useful public spaces. This means that many of the buildings in the Town Center will change over time.

These incremental changes will take years to realize and are part of the modern shift in land development patterns. The UDS does not prescribe when these changes will occur, rather it guides future changes so they will collectively contribute to the desired overall form of the Town Center.

- » **ALLOWS FOR A VARIETY OF USES**
- » **FOCUS ON NEW BUILDING LOCATION ON PROPERTY**
- » **FOCUS ON BUILDING FORM AND BRINGS MAIN ENTRANCES TO FACE THE STREET**
- » **MORE OPTIONS OF USE FOR PROPERTY OWNERS WHO WANT TO DEVELOP**
- » **EXISTING USES & BUSINESSES ARE UNCHANGED**



BUILDING HEIGHT

Building height is determined by two parameters.

The number of floors is expressed as a range between a minimum and maximum.

Floor height is expressed as a range between a minimum and maximum distance as measured from finished floor to finished floor. One floor height range is used for the ground floor and a second height range is used for all floors above the ground floor.

Buildings on a corner lot have the option to include a tower.

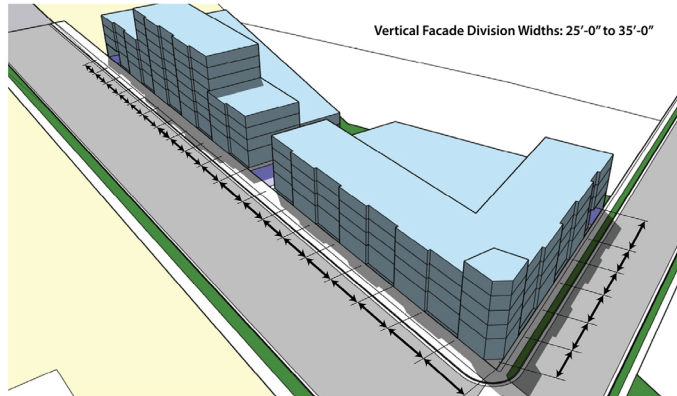
Prototype Site

Minimum Building Height: 4 stories

Maximum Building Height: 7 stories

Ground Floor Height: 12'-0" min. to 24'-0" max.

Upper Floor(s) Height: 9'-0" min. to 12'-0" max.



FACADE ARTICULATION

Facade articulations divide large facades into smaller sections so that large buildings are less visually imposing, mimicking a group of smaller buildings that are more compatible with the neighborhood character.

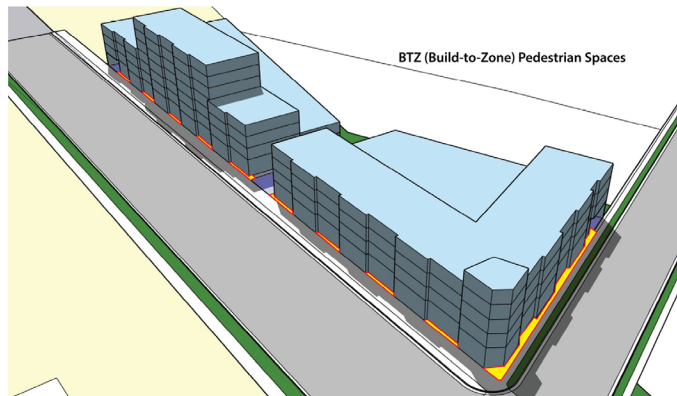
Vertical facade divisions break the facade up into sections that run the entire height of the building. Some building requirements are applied to each section of a vertical facade division.

Horizontal facade divisions break the facade up into sections that run the entire length of the building.

Prototype Site

Vertical Facade Divisions: 1 for every 30'-0" of facade

The divisions are made by extending or receding the facade in divisions that are a maximum of 30'-0" wide.



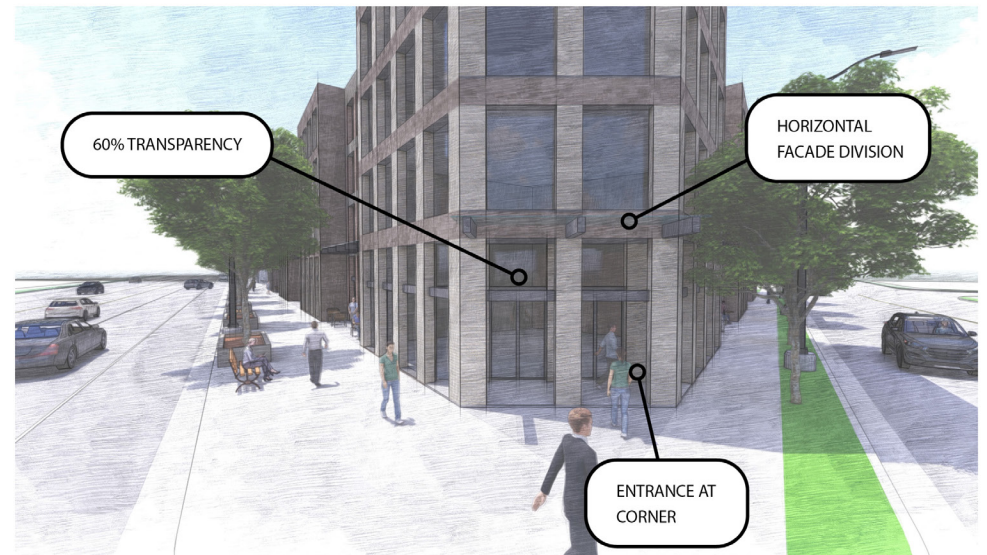
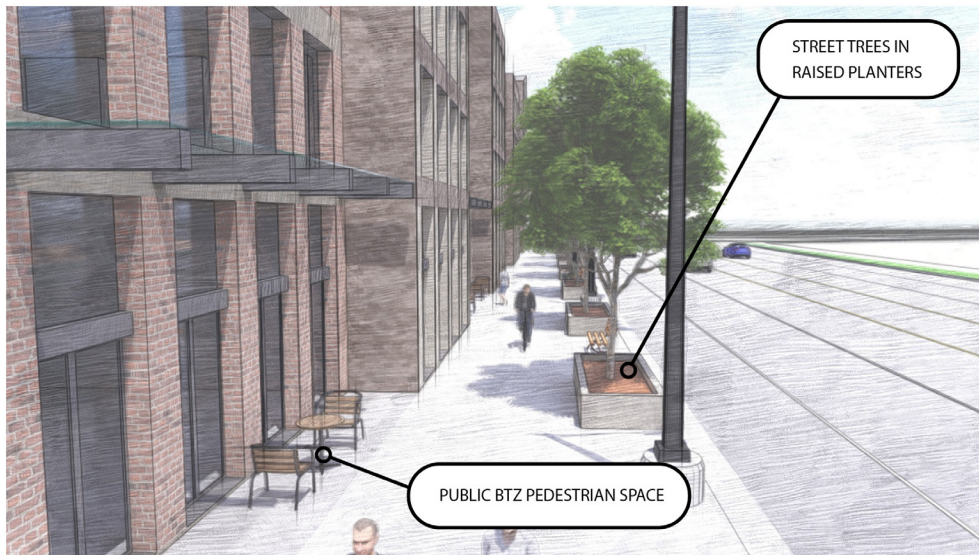
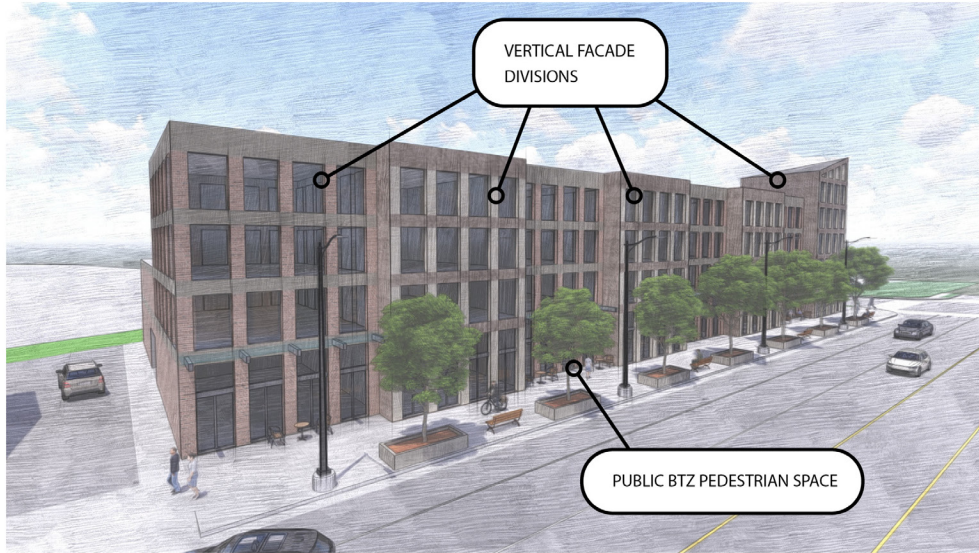
BTZ PEDESTRIAN SPACE

Areas within the BTZ (build to zone) that are not occupied by the building are pedestrian spaces. These spaces help the building facade interface with the streetscape.

BTZ pedestrian spaces increase the size of publicly accessible space along the streetscape. They can be used for entrance plazas, gathering spaces, outdoor dining, art installation, ornamental landscaping, etc.

Prototype Site

BTZ pedestrian spaces are created by the vertical facade articulations and front setback.

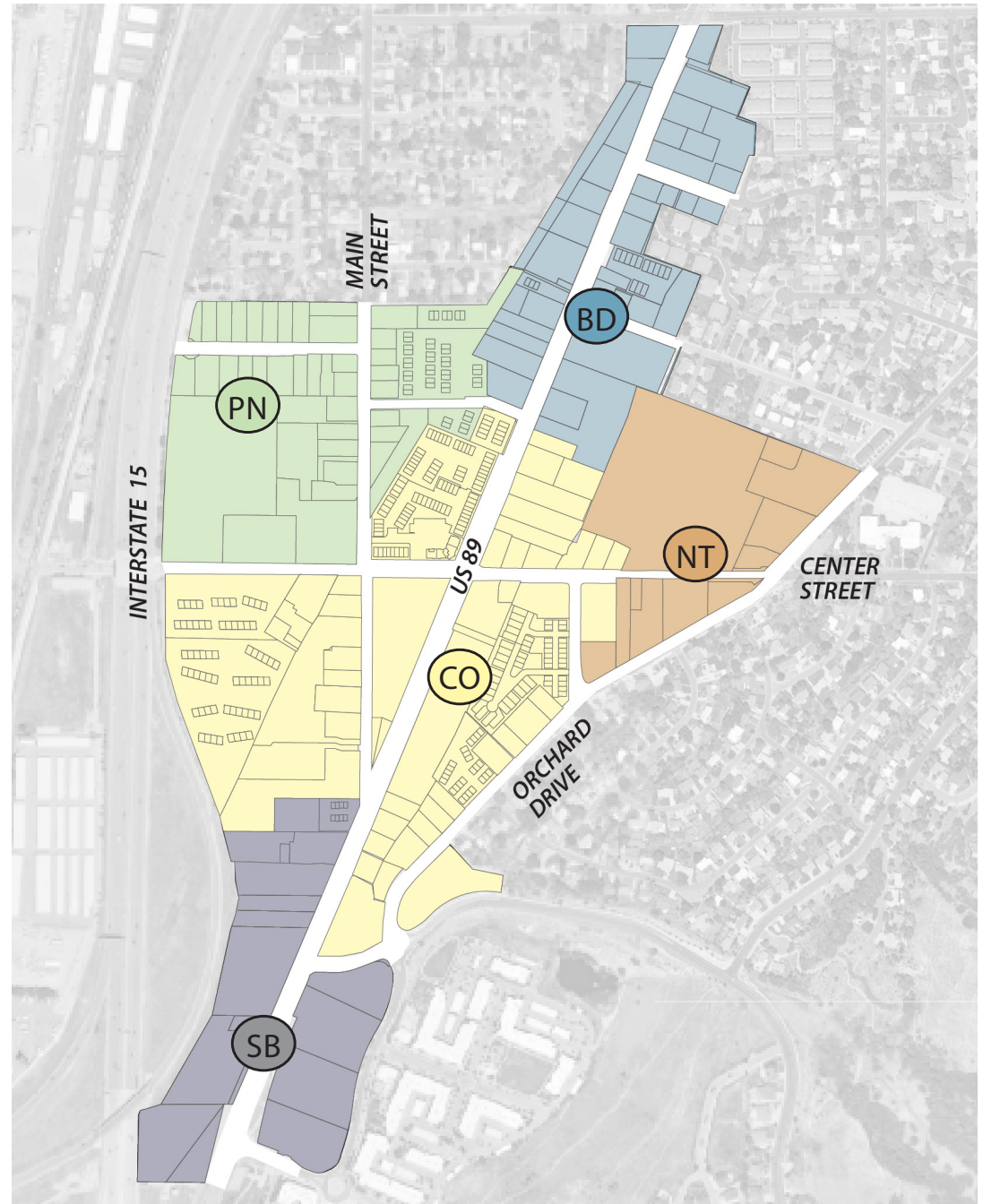


FREQUENTLY ASKED QUESTIONS

2. WHICH PARTS OF THE CITY WILL THE URBAN DESIGN STANDARDS APPLY TO?

Only the Town Center area of North Salt Lake will be regulated with these Urban Design Standards. With most change expected for this area of the city that is predominantly currently commercial, the standards will create a more consistent development pattern that will develop a more concentrated 'center' in this area, in keeping with the many years of planning and visioning for a more defined Town Center for the city.

None of the 'single-family' residential neighborhoods in the city will be regulated or changed with this code update. The code requires buffering between new development and adjacent single family residential neighborhoods.



FREQUENTLY ASKED QUESTIONS

3. WHY IS THE CITY USING URBAN DESIGN STANDARDS?

Urban design standards are a more consistent and predictable way to regulate redevelopment than use-based code that is currently used by the city. With development pressure continuing to be a factor across the city, this code will work to create a concentration of development in the Town Center area, and create more walkable and efficient development patterns. **This area will incrementally change over time only as private property owners want to redevelop their properties.**

4. WHICH CITIES IN UTAH CURRENTLY USE SIMILAR TYPES OF CODE?

This type of code is used by many cities around Utah and has been proven to provide better and more consistent results for communities along the Wasatch Front. Some of the cities below were consulted during the process of developing these urban design standards for North Salt Lake:

- » **CLEARFIELD CITY (SINCE 2018)**
- » **FARMINGTON CITY (SINCE 2008)**
- » **MILLCREEK CITY (SINCE 2019)**
- » **SALT LAKE CITY (SINCE 2006)**
- » **NORTH OGDEN CITY (SINCE 2018)**
- » **SOUTH OGDEN CITY (SINCE 2016)**
- » **MIDVALE CITY (SINCE 2019)**
- » **SOUTH SALT LAKE CITY (SINCE 2016)**

HISTORIC MIDVALE MAIN STREET



STOREFRONT/TRANSPARENCY

QUALITY FACADE
MATERIALS



ARCHITECTURAL DETAIL



HISTORIC DETAILS, MASSING

BUILDING ENTRANCES FACING STREET



PUBLIC BTZ PEDESTRIAN SPACE

FREQUENTLY ASKED QUESTIONS

5. HOW DO THESE STANDARDS BENEFIT CURRENT & FUTURE PROPERTY OWNERS?

The Urban Design Standards gives property owners greater flexibility by permitting more diverse uses and forms.

Coordinated building form creates a cohesive neighborhood that attracts more people and investment to the area, promoting increased property values. The code also streamlines the approval process for new development projects.

These standards also provide a clear vision for a Town Center in North Salt Lake, bringing additional value to properties in the Town Center area of the city. These standards promote a true center for community gathering and activity.



The first example is a **general building with retail/service/residential uses**, storefront and arcade entrance types, flat roof, and integrated parking structure.



This second example is a **row building with single-use residential**, stoop entrances, flat roofs, and a parking lot.

FREQUENTLY ASKED QUESTIONS

6. HOW WERE THE BOUNDARIES DETERMINED FOR THE DESIGN STANDARDS?

The current boundaries were first determined in the 2012 North Salt Lake General Plan and confirmed in the 2016 Town Center Master Plan. Working with city planning staff, boundaries were determined early in the process with a few modifications during the development of the code.

For the most part, boundaries were aligned with properties currently defined as the Town Center area.

7. HOW WERE PARKING REGULATIONS DETERMINED?

North Salt Lake has completed parking studies to determine utilization and demand for parking in the city and Town Center area. Consulting with other cities that have used similar code, parking requirements were developed specifically for North Salt Lake's Town Center. These two methods were used in combination to create the new code requirements.

These requirements don't vary much from current parking requirements that the city has in existing code, but does allow for more shared parking to reduce overall amount of parking lots sitting vacant during 'off' hours in the Town Center Area.

UPDATES SINCE PREVIOUS WORK SESSION

- » SIGNAGE SECTION UPDATES TO BETTER COORDINATE WITH CITY-WIDE SIGNAGE STANDARDS
- » UPDATES TO 'TRIGGERS' FOR REDEVELOPMENT AND RENOVATION OF EXISTING STRUCTURES
- » LANDSCAPE SECTION UPDATES
- » USAGE TABLE RE-ORGANIZATION
- » UPDATES TO ADMINISTRATION SECTION TO BETTER COORDINATE WITH CITY-WIDE STANDARDS
- » PARKING REQUIREMENTS UPDATES