

DOWNTOWN SOUTH SALT LAKE



ZONING ORDINANCE & DESIGN STANDARDS

DRAFT FEBRUARY 10, 2015



1.0 Downtown South Salt Lake

- 1.1 Downtown South Salt Lake Area

2.0 Street Types

- 2.1 Introduction
- 2.2 General Street Type Standards
- 2.3 General Street Layout Requirements
- 2.4 Boulevard
- 2.5 Avenue
- 2.6 Connector
- 2.7 Neighborhood
- 2.8 S-Line Transit
- 2.9 S-Line Greenway
- 2.10 Festival
- 2.11 Lane
- 2.12 Alley
- 2.13 Parking Connector
- 2.14 Parking Grid
- 2.15 Paseo
- 2.16 Parking Matrix

3.0 Subdistricts

- 3.1 Introduction
- 3.2 Zoning Map
- 3.3 Catalysts

4.0 Uses

- 4.1 Introduction
- 4.2 Definition of Uses
- 4.3 List of Uses

5.0 Building Types

- 5.1 Introduction to Building Type Standards
- 5.2 Explanation of Building Type Table Standards
- 5.3 Storefront Building
- 5.4 Urban Style
- 5.5 Townhome
- 5.6 Civic Building
- 5.7 Parking Structure
- 5.8 Adaptive Reuse
- 5.9 Entrance Types
- 5.10 Roof Types
- 5.11 Additional Design Requirements
- 5.12 Amenity Requirements

6.0 Open Space Types

- 6.1 Introduction
- 6.2 S-Line Greenway
- 6.3 Plaza
- 6.4 Park
- 6.5 Courtyard
- 6.6 Passageway
- 6.7 Individual Open Space
- 6.8 Rooftop Open Space
- 6.9 Active Streetscape

7.0 Landscape

- 7.1 Introduction
- 7.2 Parking Lot Buffer
- 7.3 Side & Rear Buffer
- 7.4 Active Frontage
- 7.5 Interior Parking Lot Landscape
- 7.6 Screening of Open Storage, Refuse Areas, & Utility Appurtenances

8.0 Parking

- 8.1 Introduction
- 8.2 Requirements

9.0 Sign Types

- 9.1 Introduction
- 9.2 Sign Types
- 9.3 Wall Sign
- 9.4 Projecting Sign
- 9.5 Projecting Marquee Sign
- 9.6 Awning Sign
- 9.7 Canopy-Mounted Sign
- 9.8 Roof Sign
- 9.9 Window Sign
- 9.10 Monument Sign
- 9.11 Ped-Scale Pole-Mounted Sign

10.0 Administration

- 10.1 General Provisions
- 10.2 Nonconformities
- 10.3 Regulation

PEOPLE AND BUSINESSES

South Salt Lake has a diverse and growing populace. South Salt Lake's total population is close to 25,000 people and growing at 3% per year. The city's daytime population doubles to nearly 50,000 as employees come into the city.

Downtown residents makeup 1% of the city's total population, approximately 300 people over 200 acres (1.5 people per acre). They live in one condominium building (Central Pointe Condos) and some dispersed single family housing. The median home price in South Salt Lake (zip code 84115) was \$209,950 in 2015, an 18% increase over the previous year.

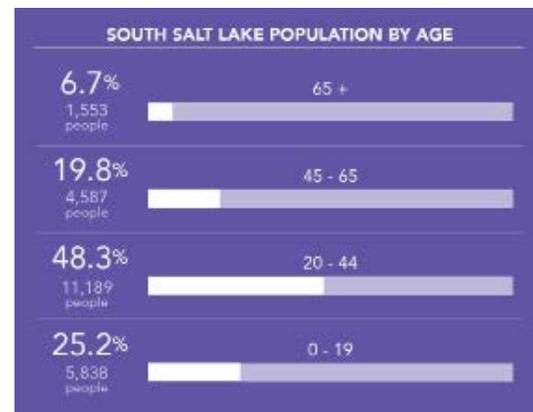
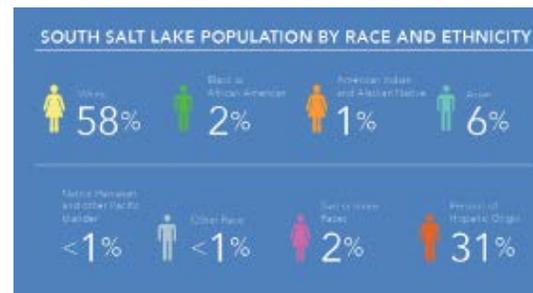
Downtown businesses employ close to 3,500 people. 476 in small businesses, 381 in medium sized businesses and 2240 in large or franchise businesses. Small businesses predominate, still, making up 93% of the businesses here.¹

Businesses have a much larger presence in this neighborhood than residents. The Downtown Exchange was organized to meet property owners, businesses owners, and developers to share information and help understand their needs and priorities.

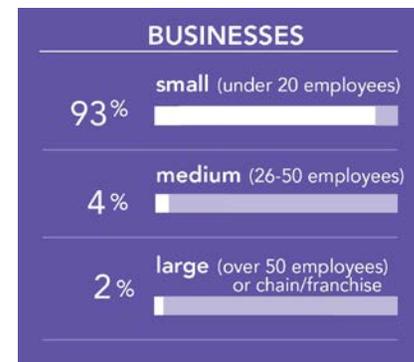
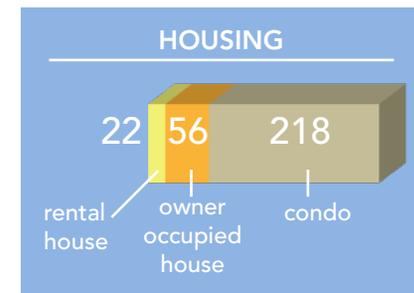
This plan should balance the needs of property owners, business owners, investors and developers, existing and future residents and neighbors. Priorities and ideas from current and future residents were solicited through city-wide outreach efforts.

¹ The number of jobs is estimated, based on 2013 business license data.

SOUTH SALT LAKE CITY IN 2015



DOWNTOWN IN 2015



VISION PRINCIPLES

These principles are a synthesis of years of discussion and goal-setting in several planning efforts over the last decade, including SSL General Plan, Wasatch Choices 2040, Life on State, East Streetcar Master Plan and this master plan.



An icon for South Salt Lake's identity as a city and a destination.

- A true city center and complete community to live, work, play and invest.
- A regional draw with unique businesses, attractions and events.
- A unique neighborhood reflecting South Salt Lake's modern and industrial heritage.
- A location close to Downtown Salt Lake and Sugar House but with different offerings and character.
- A green and welcoming pace with sustainable design features and goals.
- A safe, clean and beautiful place.



A hotspot for urban living.

- A 24-7 place to live, work, enjoy.
- A neighborhood where all your daily needs can be met within walking distance.
- A place for everyone - families, seniors, young people, singles with housing and amenities for all stages of life and incomes.
- A walkable and bikeable neighborhood connected to the entire valley
- A place with small, unique and local businesses.
- A creative place supporting art, designers, cuisine, craft and performance.
- An attraction with dining, entertainment, music, events and nightlife and changing activities for a variety of interests.
- A diversity of buildings and businesses—large and small, start-up and established.



A legacy of beautiful civic and public places.

- A well-designed environment, both in public and private spaces.
- A place with street life, human-scale and interesting design.
- An amenity-rich neighborhood with a priority on placemaking.
- A neighborhood with many different places to gather and interact.
- A place with history, character and re-purposed old buildings.
- A place with defined boundaries, entries and gateway features.
- A focal point around the S-Line as an amenity, greenway and promenade.
- An approach that enhances all living things and natural systems.

VISION PRINCIPLES, cont.



Unmatched access and mobility for all travelers:

- A network of complete streets for all users.
- A walkable street grid.
- A regional hub for transit and highways.
- Updated, livable and beautiful arterial streets.
- First class bus service.
- First class bike facilities.
- Alternative transportation to reduce new vehicle miles traveled, congestion and carbon emissions as area grows.



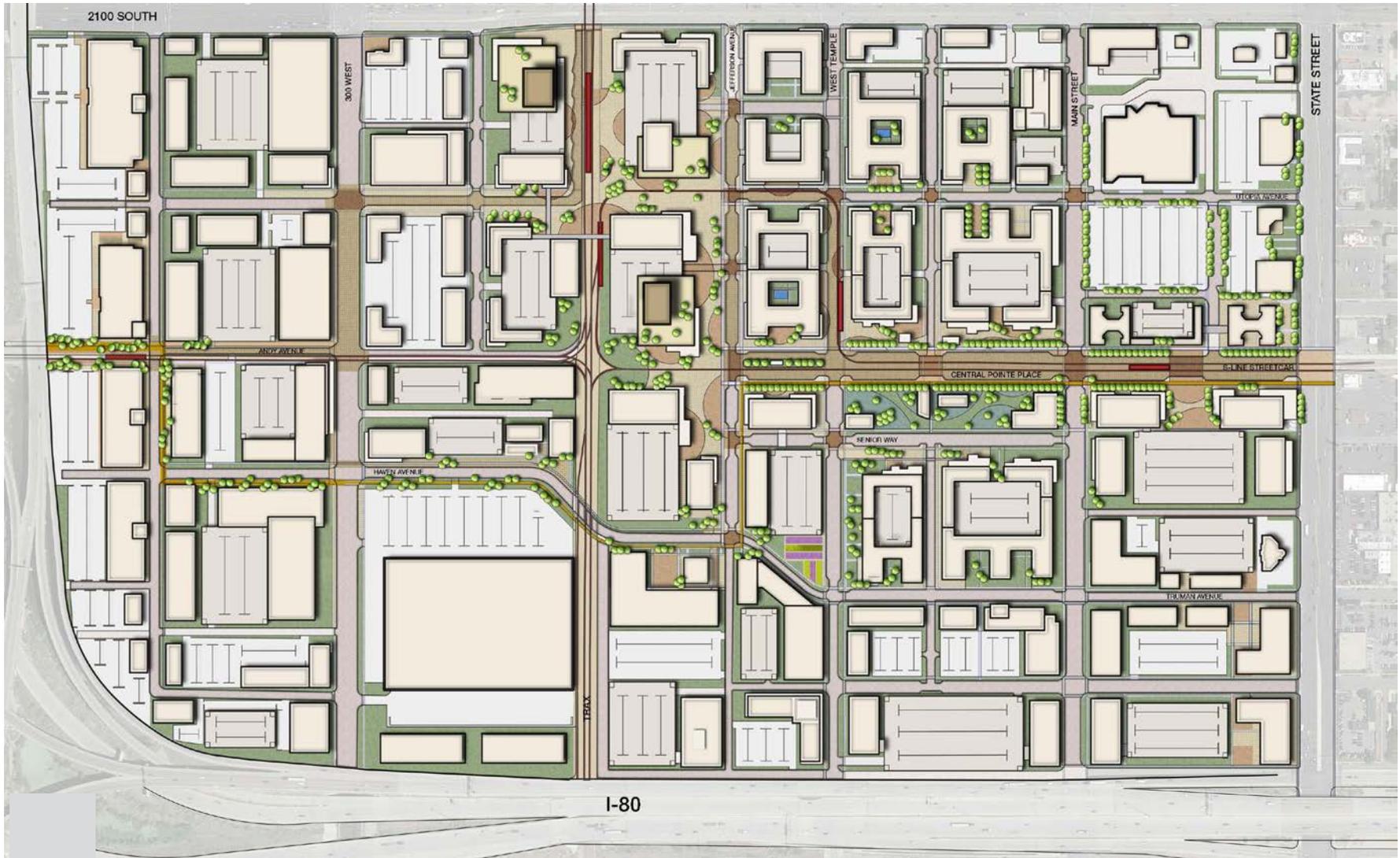
Unprecedented and sustained economic growth.

- Attract highest and best uses.
- Attract more people to live, work and shop in South Salt Lake.
- Add value to real estate and consider the total return on investment, including property, sales and franchise taxes.
- Keep properties on the tax rolls unless they are economic catalysts.
- Support a mix of price points to retain a mix of business types.
- Plan for 100-year projects for sustained growth and quality.
- Construct energy and resource conserving projects to stay competitive and progressive.



A new business landscape and job opportunities

- A regional center for innovation jobs.
- Diversify our local jobs by adding high paying and technology jobs.
- One new job for each new resident.
- Supporting business retention and expansion.
- New educational opportunities with a connection to a higher education partner.
- An innovation district, with synergy with existing creative industries.
- Partnerships with industry leaders, higher education, other municipalities and service providers.



MAP 8: DOWNTOWN MASTER PLAN

BY THE NUMBERS

The plan intends to create a complete community with a balance of retail, office, commercial and housing to attract more residents, jobs, and businesses to the neighborhood. All of these uses have a unique and important purpose and create synergy with one another. Increased city revenues are expected to come from sales tax (approximately 41%), property tax (32%) and franchise tax (27%).

REAL ESTATE

type	measure	2015	2040	growth
OFFICE	square footage	594,538	3,103,220	1290%
RETAIL	square footage	625,283	1,472,702	236%
HOUSING	square footage	121,213	2,563,069	522%

ACTIVITY

type	measure	2015	2040	growth
JOBS	people	3,000	15,000	500%
RESIDENTS	people	275	6,512	2347%
HOMES	units	111	2,605	2347%

REVENUE

type	measure	2015	2040	growth
PROPERTY TAX	dollars	\$420,119 ¹	\$1,787,674	445%
SALES TAX	dollars	\$1,465,714 ⁴	\$3,780,523	258%
FRANCHISE TAX	dollars	NOT AVAILABLE	\$1,426,806	

¹ Data source: Salt Lake County Assessor

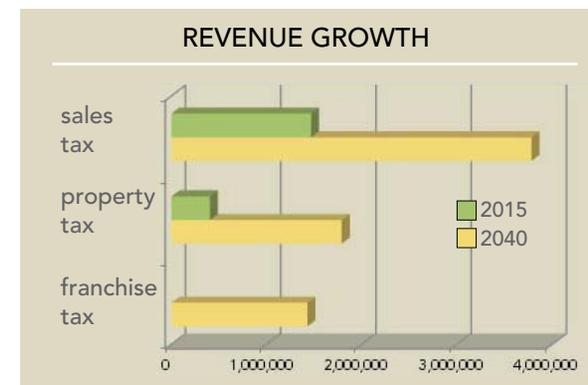
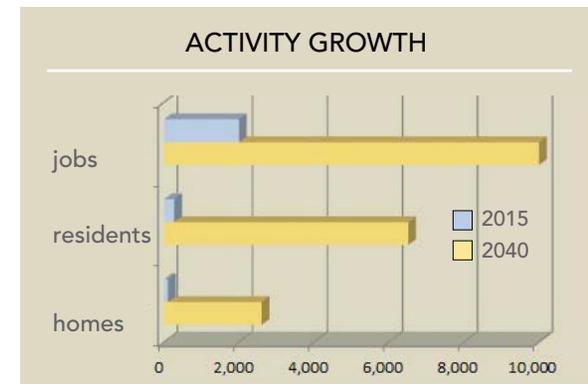
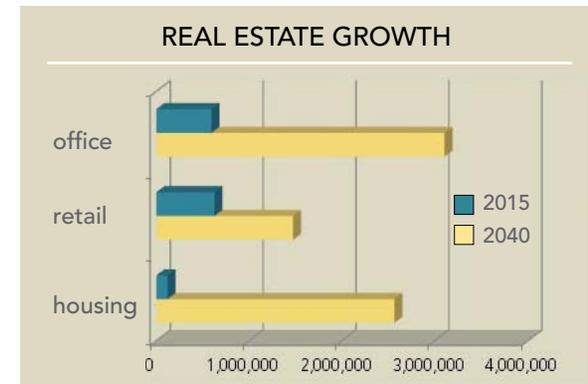
² Source: *South Salt Lake City Downtown Master Plan Economic Analysis*, 2015.

³ Estimate from SSL Business License data, 2013.

⁴ Data source: State of Utah Tax Commission

⁵ Assumptions: 1 employee per 333 sf retail and 250 sf office. 1 resident per 800 sf.

Note: Net growth is shown. These calculations assume some new businesses will replace existing. New construction square footages will be higher.



BUILDING BLOCKS

Framework

GROWTH AND CHANGE

As the neighborhood changes, the total amount of every use grows because it is growing denser. The pie is growing while at the same time, each piece of the pie is changing in size. In the case of retail, while the proportion of the total land area shrinks, the overall amount of retail rises, but is just outpaced by residential and office uses, which are an important source of customers.

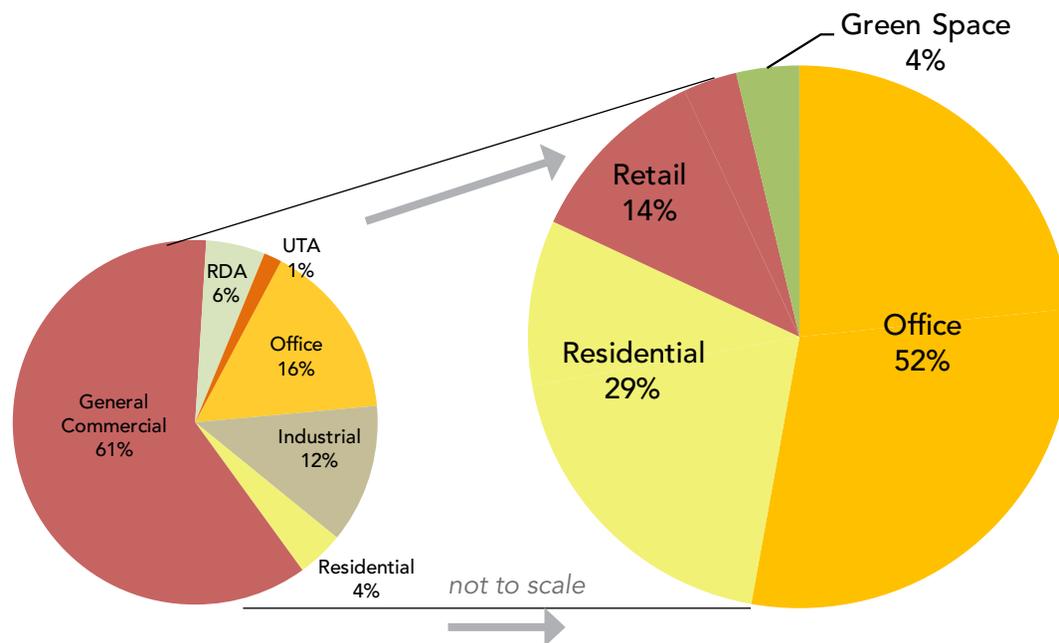


2015
EXISTING

Total Built Area: ²
3,500,000 sf (estimate)

2040
POTENTIAL

Total Built Area: ³
7,138,991 sf (estimate)



URBAN FORM & DESIGN

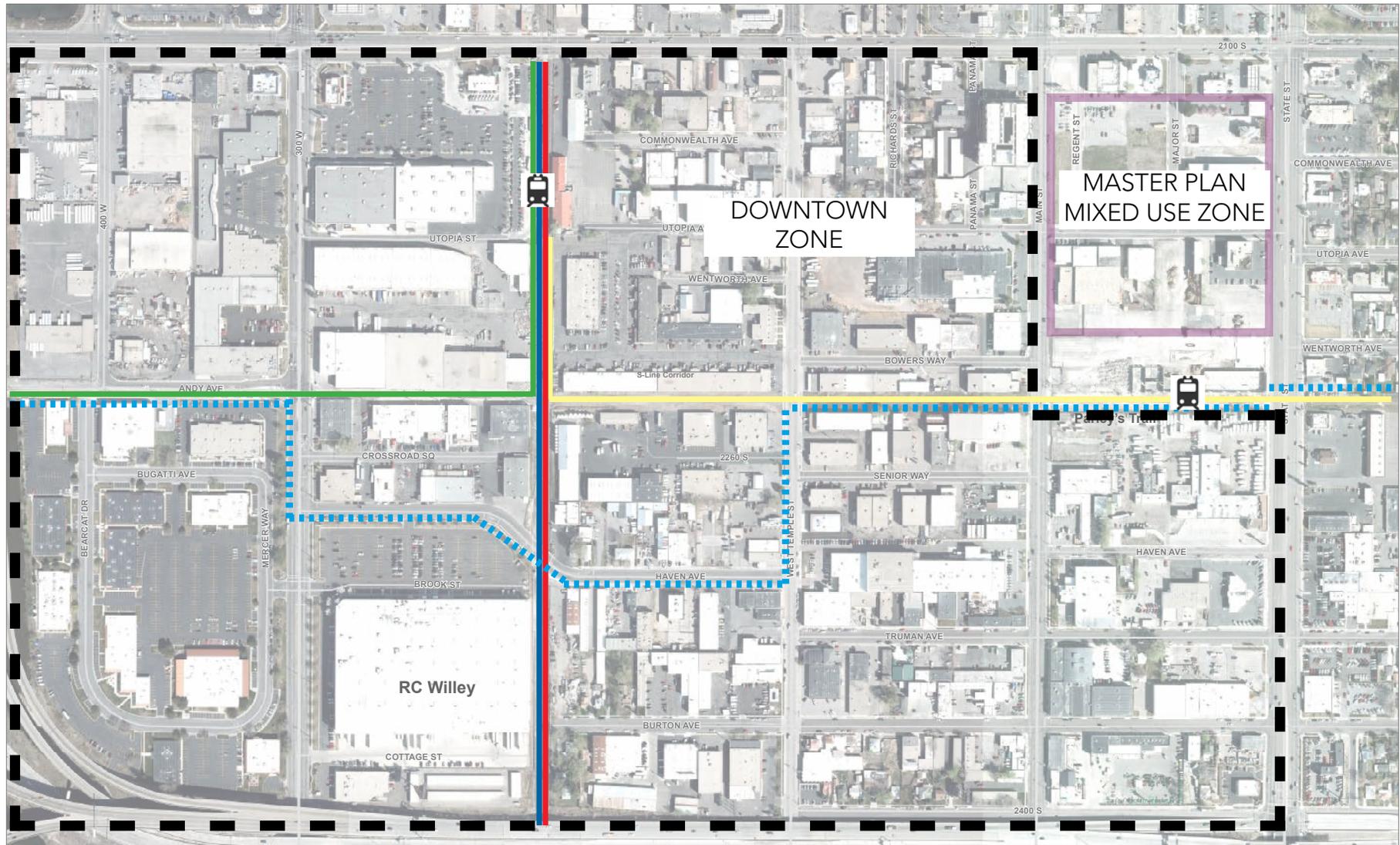
This plan will rise to reality through thoughtful design and quality construction. Good urban design principles are the foundation of the downtown zoning, which will be a “form-based code.” This emphasizes the design of buildings, streets and open space over any other considerations. It is very focused on how buildings (and thus its users) interface with the street. It allows flexibility to owners and developers to build what they want, when the market is right for it, while moving toward an overall harmonious design.

Research has shown that good urban design does result in vibrant, walkable neighborhoods that create value. Essential features of these neighborhoods include:

- Medium to high densities
- Fine-grained mix of land uses
- Short-to-medium length blocks
- Transit routes every half mile or closer
- Two to four lane streets (with rare exceptions)
- Continuous sidewalks, appropriately scaled
- Safe, controlled pedestrian crossings
- Appropriate buffering from traffic
- Street-oriented buildings
- Comfortable and safe places to wait (Ewing, 2009)



Human-scaled buildings that face the street, have interesting facades and pedestrian amenities add up to high-quality urban form.



BOUNDARIES:
I-15 TO STATE ST.
2100 SOUTH TO I-80

EXCLUDING:
MASTER PLAN MIXED USE ZONE

INTENT

- To create complete streets
- To complete a connected street grid
- To address all features of the Right-of-Way
- To support using streets as public gathering spaces.

REQUIREMENTS

- Vehicular Zone
- Pedestrian Zone
- Engineering
- South Salt Lake Streetscape Standards (TBA)

TYPICAL STREET TYPE

2.4. Boulevard.

1. Intent.

The Boulevard is a high capacity street for higher speeds with a wider right-of-way. It serves all types of development and provides crosstown connections. Boulevards may include medians and transit stations. Refer to the typical plan and section, Figure 2.4 (2).

2. General Requirements.

The Boulevard shall be developed using the standards in Table 2.4 (2).

3. Applicability.

The following streets are considered Boulevards:

- State Street
- 300 West
- 2100 South

Table 2.4 (1).

Requirements.	
Vehicular Zone	
Travel Lanes	4-6
Center Lane	Median Turn Varies
Transit	Express Bus, Bus, or none; varies
Parking Lanes	Varies
Bicycle¹	None or Designated Lane
Pedestrian Zone	
Walkways	Sidewalk on each side of corridor
Street Buffer	2
Trees	Park Strip
Furnishings	Bollards, Bike Racks, Seating, Lighting; varies
Engineering	

*See Table 2.16 (1) for details on Engineering

Notes:

¹ For further details, see table 2.16 (1)

Refer to Downtown South Salt Lake Streetscape Handbook for requirements on specific streets



Figure 2.4 (1). Boulevard Landscaping Example.



Figure 2.4 (2). Typical Cross Section Boulevard (State Street)

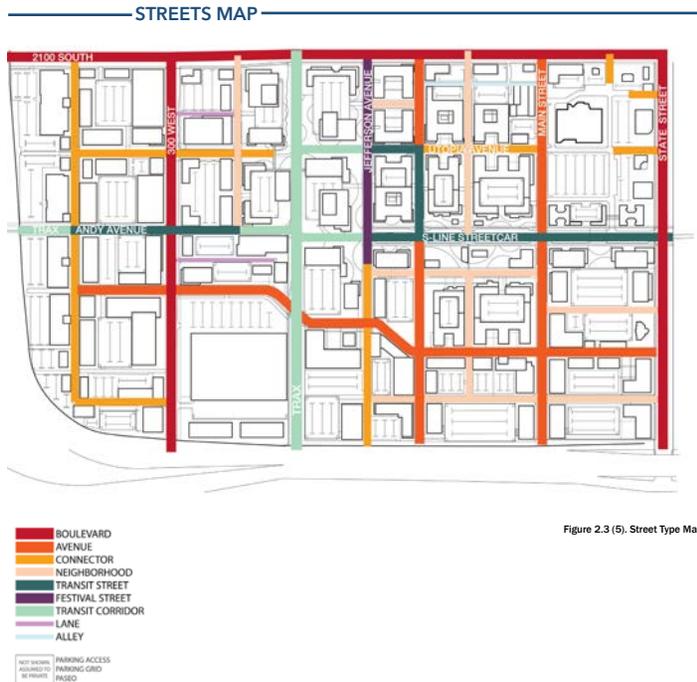
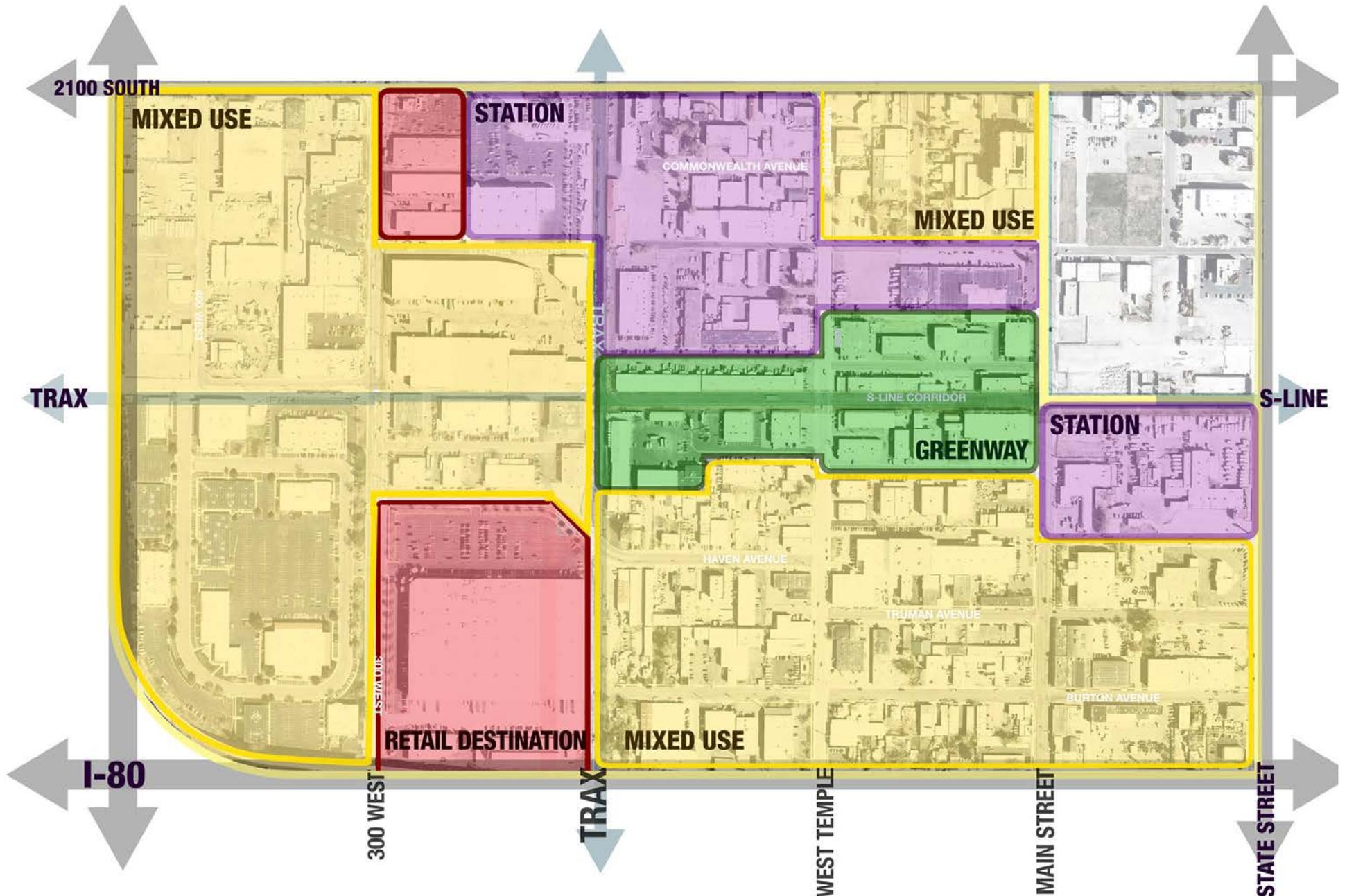


Figure 2.3 (5). Street Type Map.

3.0 SUBDISTRICTS



Station District

A regionally significant transit-oriented development.

A destination encompassing the two transit stations and the connection between them a
Emphasis on:

- Jobs and economic development
- Transit-oriented uses and regional economic development opportunities
- High-density vertical mixed use with main floor commercial/retail
- Public parking structures, shared parking strategies and parking enforcement
- Possible Redevelopment Agency participation in public parking, public spaces, and storefronts



Greenway District

A social, civic and green heart of downtown.

A destination “promenade” linking downtown to residential neighborhoods and Sugar House via the S-Line greenway.
Emphasis on:

- Shopping, dining, open space and lifestyle amenities
- Clear connections between the two transit stations
- S-Line greenway with public places and green spaces
- Medium-density vertical mixed use with main floor commercial/retail
- Shared parking strategies and parking enforcement
- Possible Redevelopment Agency participation in public parking, public spaces, and storefronts



Mixed Use District

A place to live, work, shop and conduct business.

A landmark city center that welcomes workers, shoppers and civic life and establishes a new destination on State Street. Housing and offices are encouraged.
Emphasis on:

- Housing as well as sustaining and creating jobs
- Mix of retail and services
- Cultural and civic attractions
- Innovation district uses and start-up businesses
- Low to medium density with both horizontal mixed use (single use buildings, side by side) and vertical mixed use
- Adaptive reuse of buildings
- Private parking structures serving individual developments



Retail Destination

A place to stop, shop and mingle.

A regional destination that makes the most of its location, visibility and access to attract businesses and shoppers. Large and small format retail intermingle to create an interesting, diverse, economically sustainable mix.
Emphasis on:

- Retail mix of large and small formats, serving local and regional needs
- Shared parking strategies where feasible
- Temporary uses and events in parking areas
- New and better auto and pedestrian access into retail blocks
- Surface or structured parking



	Station District	Greenway	Mixed-Use	Retail Destination
Residential & Lodging				
Residential (Owner Occupied) ¹	P	P	P	P
Residential (Rental) ²	C	C	C	C
Hotel & Inn	P	P	P	P
Civic				
Assembly (Private & Public)	C	C	C	C
Transit Station	P	P	P	P
Library/Museum/Post Office (no distribution)	P	P	P	P
Police & Fire	P	P	P	P
School	P	P	P	P
Retail				
General Retail	C	C	C	P
Neighborhood Retail	P	P	P	P
Transitional Retail	C	C	C	C
Small Outdoor Sales Display	P	P	P	P
Service				
Neighborhood Service	P	P	P	P
Vehicle Service				C
Office & Industrial				
Office/Professional	P	P	P	P
Craftsman Industrial	C ¹	C ¹	C	C
Infrastructure				
Utility & Infrastructure	C	C	C	C
Shared Parking Structure	C	C	C	C
Open Space	P	P	P	P
Accessory Uses				
Home Occupation	*	*	*	*
Parking Lot			P	P
Parking Structure	P	P	P	P
Drive Thru			P	P

PERMITTED

- Owner Occupied Residential
- Rental Residential over 50 units
- Hotel & Inn
- Neighborhood Retail
- Neighborhood Service
- Office / Professional
- Open Space
- Parking Structures

CONDITIONAL

- Rental Residential under 50 units
- Adaptive Reuse
- Assembly
- General Retail
- Transitional Retail (mobile, temporary)
- Vehicle service (in Retail Destination only)
- Craftsman Industrial
- Shared Parking Structures

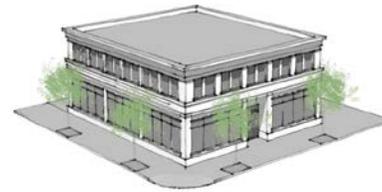
NOT PERMITTED (in highest density areas)

- Parking Lots (surface)
- Drive thrus
- Vehicle Service

Any use not mentioned explicitly in this table is a Non-Conforming Use.

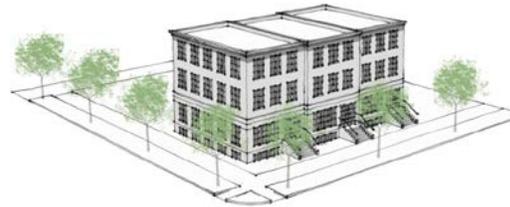
* Home Occupations are handled under the City's Zoning ordinance.

Building Types by Subdistrict					
Building Types	Station District	Greenway	Mixed Use	Retail Destination	
	Storefront	A	A	A	A
	Urban Style	A	A	A	A
	Townhome		A	A	
	Civic Building	A	A	A	A
	Parking Structure	A	A	A	A
	Adaptive Reuse	A	A	A	A



STOREFRONT

- Office and Professional
- Retail
- Mixed Use
- Residential allowed on upper stories
- Likely RDA incentives



URBAN STYLE

- Residential
- Mixed use allowed, not required
- Unlikely RDA incentives



TOWNHOME

- Residential only
- Live / Work units are allowed
- Compatibility with surroundings is a concern



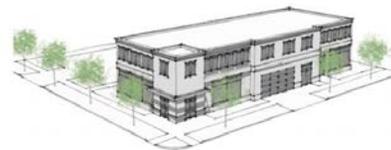
CIVIC BUILDING

- Mixed-use allowed
- Civic use must be a primary, evident user



PARKING STRUCTURE

- Free-standing, independent structure
- Main floor "wraps" encouraged



ADAPTIVE REUSE

- Utilizing existing quality building stock
- Fostering immediate redevelopment
- Conversion of single family homes into multi-family is not permitted

BUILDING SITING

- Front Build To Zone - must contain landscape, patio or sidewalk
- Additional setback for Urban Style buildings for privacy
- Corner Build To Zone - must contain landscape, patio or sidewalk
- Facade Articulation Area - must contain 50% landscape
- Vehicle Access - Typically rear or side

BUILDING MASSING

- Minimum Heights
2-story appearance in Retail, 3-stories in all others
- Maximum Heights
none, except in Greenway district and for townhomes
parking garages must not exceed height of supporting/
abutting buildings (if new construction)
- Minimum story heights
Storefront and Urban Style: 14' ground floor, 9' upper story
- Open space requirements:
minimum requirement for some building types
must meet standards of an Open Space Type
- Building Length
maximum 400' building length

USES

- Requirements for active ground story uses (non-parking)
- Storefront requires minimum 50% non-residential ground floor uses
- Storefront requires minimum 25% retail ground floor uses
- Conversion of single family homes into multi-family is not permitted

TRANSPARENCY (windows/doors)

- Typically 75% ground floor, 25-50% upper stories
- Higher transparency requirement instead of balcony requirement

MATERIALS AND COLORS

- Limited stucco (40%), EIFS (20%)
- Utilizing existing quality building stock

RENTAL DEVELOPMENT

- Under 50 units is Conditional Use.
- Minimum 10% of units must have Visitability Features and ADA accessibility.
- All residential rental projects within 500' of a highway or arterial must include air quality mitigation measures.

BUILDING AMENITIES

All buildings must include a mix of amenities to ensure quality of development and quality of life for tenants. Developers may propose alternative amenities in any category as part of their Design Review Committee review.

Building Features	(minimum)	Tenant Amenities	(minimum)	Green Building ¹	(minimum)
Storefront:	3	Storefront:	4	Storefront:	4
Urban Style:	6	Urban Style:	5	Urban Style:	4
Townhome:	2	Townhome (per development):	4	Townhome:	2
Civic:	3	Civic:	4	Civic:	4
Parking Structure:	1	Parking Structure:	1	Parking Structure:	2
Adaptive Reuse:	1	Adaptive Reuse:	0	Adaptive Reuse:	2
1. Main floor retail space above requirement (one credit for additional 5%. No more than one credit can be earned) 2. First floor café/eatery 3. Rooftop/stepback terrace (location must be on street frontage and no higher than the first 3 floors) 4. Design that allows solar access onto adjacent open spaces 5. 35% upper story transparency 6. The installation of a public art amenity along a street-facing façade or in a lobby area that is visible from the street 7. Open Space above requirement (one credit for additional 5%. No more than one credit can be earned) 8. Upgraded floor coverings in place of carpet 9. Solid doors serving all main entrances, bedrooms, and bathrooms in unit 10. Washer and dryer in every unit 11. Full-time on site management		1. Lobby (at least 500 sf. No more than one credit can be earned) 2. Interior social area, such as kitchen, media room, or event room 3. Indoor Fitness room 4. Outdoor dining patio 5. Secure bike storage and changing facilities 6. Sport Court 7. Enclosed storage units 8. Community room open for regularly scheduled public programming (such as youth or senior activities) 9. Pool (at least 400 sf) 10. Hot tub 11. Community garden 12. Sound attenuation provided by the following Sound Transmission Class (STC), Impact Insulation Class (IIC) or equivalent: (a) wall assemblies shall have a minimum rating of 55 STC (b) floor/ceiling assemblies shall have a minimum rating of 50 STC (c) separating floor/ceiling assemblies shall have a minimum rating of 50 IIC		1. Installation of renewable energy source (PV panels, wind, geothermal, other) to provide at least 20% of estimated energy demand 2. Design and install required connection for future PB or solar hot water in the future 3. Implementation of green infrastructure strategies to reduce storm water discharge below maximum levels allowed by the City Engineer 4. Certification of use of 50% local materials (extracted and manufactured within 500 miles) 5. Certification of use of 50% hazard free or recycled materials 6. Tankless water systems in all units 7. Recycling program as a part of a rental agreement or HOA 8. Electric car charging station for at least 5% of all project parking 9. Bike share station 10. Green roof 11. Utilization of water reclamation strategies 12. Utilization of passive solar to reduce energy consumption 13. Utilization of daylighting for interior common and private spaces 14. Water efficient fixtures 15. Smart metering/building management	

Notes:

¹ To gain credit for the performance standards outlined, the building shall meet the specifications for that standard, as established by LEED, Enterprise Green Building, Green Globes, Advanced Building Institute, or another third-party building sustainability certification system

OPEN SPACE REQUIREMENTS					
		Subdistricts			
		Station	Greenway	Mixed Use	Retail Destination
Building Types	Storefront	0%	0%	0%	5%
	Urban Style ¹	20%	20%	20%	20%
	Townhome	20%	20%	20%	20%
	Civic Building	20%	20%	20%	20%
	Parking Structure	0%	0%	0%	0%
	Adaptive Reuse	0%	0%	0%	0%

¹ Urban Style buildings may count individual open space, up to a maximum of 5% of their required open space.

MINIMUM OPEN SPACE REQUIREMENTS

Many buildings have a minimum open space requirement. This can be fulfilled by any space that meets the requirements of an Open Space Type in this chapter.

DESIGN REQUIREMENTS

Open spaces must be designed to meet the standards of this chapter, at minimum. These standards apply to both publicly and privately owned spaces. Typical requirements include:

- Minimum dimension
- Access and frontage
- Transparent fencing
- Structures
- Lighting
- Seating
- Landscaping
- Bike Facilities

OPEN SPACE TYPES

- S-Line Greenway
- Plaza
- Park
- Courtyard
- Passageway (similar to Paseo)
- Individual Open Space
- Rooftop
- Active Streetscape

INTENT

- To create a greener, cleaner city
- To plant an urban forest
- To buffer pedestrians from streets
- To buffer and shade parking lots

DESIGN REQUIREMENTS

Landscaping standards are outlined for the following instances:

- In the facade articulation zone of every building
- Along any building with less than 50% transparency
- Between surface parking lots and public streets
- On rear and side property lines in the Retail subdistrict
- On Active Frontage areas to buffer empty lots or parking
- In the interior of surface parking lots
- To screen open storage, refuse areas, and utilities

All areas not building, paving or streetscape shall be landscaped.

The City's Landscape Handbook that outlines all landscape standards.

Street tree spacing and placement is discussed in the Street Types chapter.

INTENT

- To ensure adequate parking, encourage shared parking, and allow projects to match their parking to tenant needs.
- To support transit-oriented development
- To improve walkability, bikeability and alternative transportation
- To provide shared, public parking on-street and in parking lots for visitor and patron needs.

REQUIREMENTS

- All Residential Uses have a Residential Parking Requirement. (Table 8.1.(1))
- Residential Parking Requirements may be adjusted using the Residential Parking Reductions (Table 8.1.(2)) and/or the Shared Parking Reduction (Table 8.1.(4))
- On-street parking may not be counted toward residential parking requirements.
- All Commercial Uses have parking recommendations (Table 8.1(3)).
- All Commercial Uses must provide parking calculations as part of the Design Review Committee review. The regulating agency reserves the right to require a parking study and/or traffic impact study prior to approval.
- All parking must meet City’s Parking Ordinance design standards, 7.0 Landscape standards, and requirements by building type.

IMPLEMENTATION

The Station Area Plan suggests parking management strategies, as well as cost-share incentives for certain uses and locations. These may become city or RDA policy or goals.

Table 8.1 (1.1). Residential Parking Requirement

	Mixed Use	Retail Destination	Greenway	Station
Residential (Studio - One Bedroom)	1 Stall per unit			
Residential (Two - Three Bedroom)	1.5 Stalls per unit	1.5 Stalls per unit	1.2 Stalls per unit	1.2 Stalls per unit
Lodging	1 Stall per Unit			

Table 8.1 (1). Residential Parking Rate Reductions

Amenity	Recommended Reduction (stalls/unit)
Car Share (limit 1 car/100 units)	0.05
Unbundled Parking (100%)	0.1
Bike Share	0.05
Bike Lockers/Storage	0.05
Development Supplied Transit Passes	0.15
Senior Housing	0.2
Student Housing (< .25 miles from campus)	0.1
Project Controlled On-Street Parking	0.1

Source: Hales Engineering, 2014

Table 8.1 (1.2). Commercial Parking Recommendation

Civic	3 Stalls per 1000 SqFt			
General Retail	3 Stalls per 1000 SqFt			
Neighborhood Retail	2 Stalls per 1000 SqFt			
Office	3 Stalls per 1000 SqFt			

WALL SIGNS

- Murals are a conditional use.

PROJECTING SIGNS

- No backlit box signs

PROJECTING MARQUEE SIGN

- No electronic message boards

AWNING SIGN

- Attached to an awning

CANOPY SIGN

- Free-standing letters

ROOF SIGN

- Free-standing letters

WINDOW SIGN

- Not counted toward maximum signage allowance

MONUMENT SIGN

- Pole mounting not allowed.

PEDESTRIAN SCALE POLE-MOUNTED SIGN

- Allowed in Retail Destination subdistrict only

INTENT

- To protect healthy, safety and welfare
- To increase conformity of uses in this neighborhood to the greatest extent possible.

PROCESS

- Pre-Application Meeting
- Submit Application
- Staff Review
- Design Review Committee review
- Planning Commission review and approval, when required (typically for conditional uses).
- Building permit process.