



## CITY COUNCIL STAFF REPORT

MEETING DATE: 27 January 2016  
APPLICANT: South Salt Lake City  
PROJECT NUMBER: Z-15-005

REQUESTS: Z-15-005: A recommendation by the Planning Commission to the City Council to consider amending the South Salt Lake Zoning Map from Commercial Corridor, North District, Commercial General, Light Industrial, and Transit Oriented Development Overlay to Downtown and to adopt the Downtown South Salt Lake Land Use Ordinance and Design Standards. The zoning encompasses the area from 2100 S. to I-80 and from State Street to 400 W.

PREPARED BY: Michael Florence and Alexandra White

**SYNOPSIS:** The Community and Economic Development Department is petitioning the City Council to amend Title 17 of the South Salt Lake Municipal Code to establish a new land use district and to adopt the Downtown South Salt Lake Form-Based Code. A form-based code has been developed for properties within the downtown boundaries that addresses street types, subdistricts, land uses, building forms, open space standards, landscape standards, parking requirements, and sign types.

The Community and Economic Development Department is also petitioning the City Council to amend the zoning map to amend the South Salt Lake Zoning Map from Commercial Corridor, North District, Commercial General, Light Industrial, and Transit Oriented Development Overlay to Downtown. The zoning encompasses the area from 2100 South to I-80 and from State Street to 400 West.

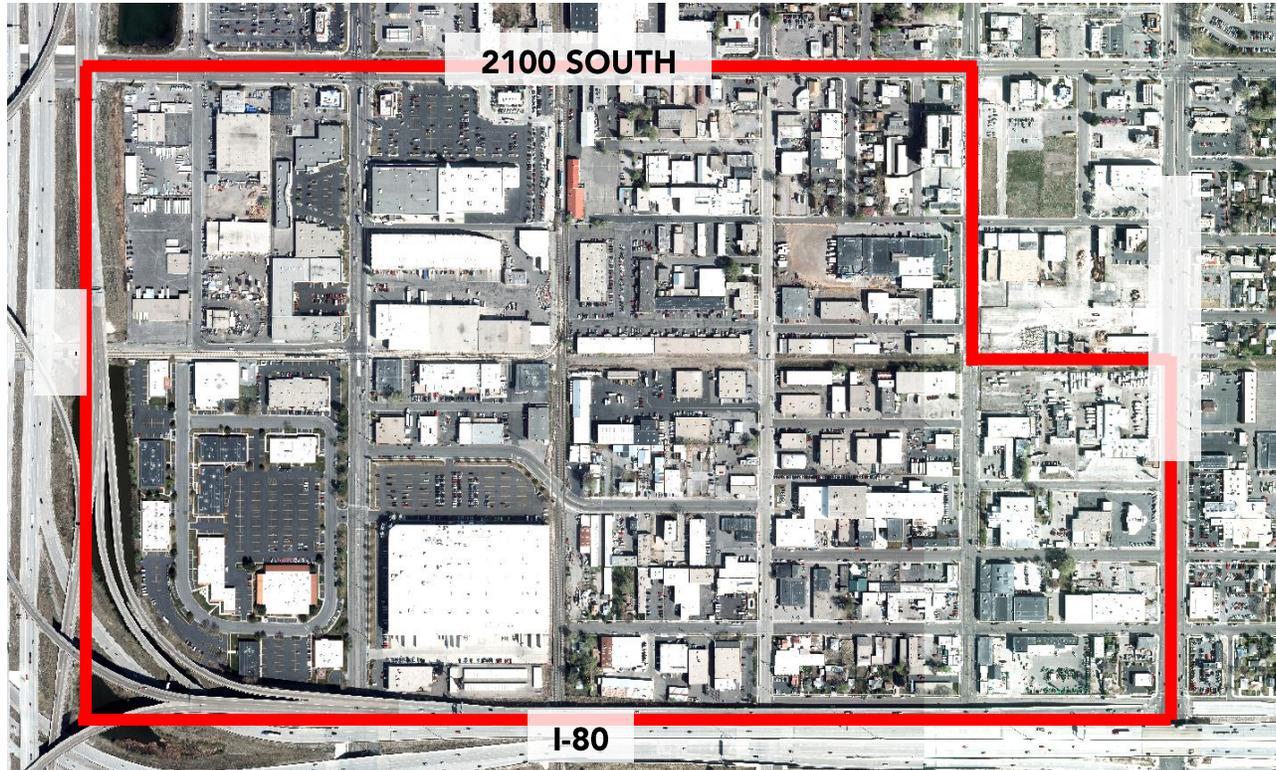
Both petitions received a unanimous recommendation from the Planning Commission

### SUMMARY:

- The City has undertaken a comprehensive outreach program and over a dozen meetings involving residents, property owners, developers, financing partners, and other stakeholders.
- In November and December 2015 the Planning Commission and City Council adopted the Downtown Masterplan. The form based zoning code is a follow up to the master plan that implements the master plans vision and goals.
- The form-based code is intended to be a zoning ordinance that responds to the specific characteristics of the Downtown District. The form-based code is more descriptive than traditional zoning ordinances, placing greater emphasis on form rather than uses, although land use regulations remain an important part of the code. The code identifies street types, building types and forms, open space types, and incentives that developers can apply toward their projects. The form-based code includes a vision and guiding principles on page 3-5 of the form-based code, included as Attachment 1 to this staff report.

- The form-based code establishes a design review committee to review plans and an expedited subdivision approval process to streamline development approvals.
- Adoption of the form-based code is a crucial step in facilitating appropriate redevelopment throughout the Downtown District.
- The City Council also adopted a form based code for the area from State Street to 500 E. It is staffs experience from the East Streetcar Form Based Code that the quality of development has increased with a more though code that addresses the form and architecture of the buildings and how they interact with the street and neighborhood surrounding them.

Figure 1: Proposed Zoning Boundary



#### General Plan Considerations:

By creating a provision for approving a master plan as part of a land-use district designation, this ordinance could further several goals of the General Plan, depending on where the district is located and what uses are proposed. Relevant General Plan goals include:

**Goal LU-1.** Regulate land uses based on compatibility with surrounding uses, residential areas and economic feasibility. Maintain residential, business and industrial areas that are vibrant and where the health and safety of all are protected.

**Goal LU-4.** Capitalize on South Salt Lake's vast transit options by creating specific transit-oriented development land use plans, using current best practices.

**Goal LU-5.** Preserve existing historically significant buildings and landmarks in South Salt Lake City.

**Goal LU-7.** Protect low-density residential areas adjacent to businesses districts.

**Goal LU-8.** Accommodate higher density housing in appropriate areas.

**Goal LU-9.** Create an individual identity for each residential neighborhood.

**Goal LU-11.** Make business and commercial areas more pedestrian and bicycle friendly.

**Goal LU-13.** Redevelopment of property should be actively pursued and incentives, when deemed appropriate, should be offered to further this goal.

**Goal TE-3.** Develop walking and bicycling as viable transportation choices for residents of all abilities, age, and income levels.

**Goal HE-2.** Improve the overall quality of existing housing stock.

**Goal ES-3.** Enhance the quality of life in South Salt Lake by improving the community's appearance, safety, education, positive outlook, gathering places and positive momentum.

### **Downtown Master Plan Considerations**

The Downtown Master Plan intends to create a complete community downtown and economic opportunity for all of South Salt Lake. Significant construction of retail, commercial/office and housing will attract more residents, more jobs, and more businesses to the neighborhood and the City. The neighborhood is built on a walkable city grid connected to regional transit, bike routes and major interstates. Investment in all public places – including streets and streetscapes, plazas, parks, gateways, transit and trails makes this into a livable, walkable community. The Downtown Master Plan includes the following goals:

- Accommodating higher density development in transit rich areas
- Careful planning decisions because land is limited
- Accommodating of new land uses
- Reduce and eliminate non-conforming uses
- Install new landscaping, parking and code compliance when the land use changes
- Encourage vertical and horizontal mixed use
- Embrace cultural, social and economic diversity
- Provide public infrastructure that is efficient and adequately maintained
- Provide regional nobility through a variety of interconnected transportation choices
- Integrate local land use with regional transportation systems
- Provide housing for people in all life stages and incomes
- Ensure public health and safety
- Enhance the regional economy
- Promote regional collaboration
- Strengthen sense of community
- Protect and enhance the environment

The Downtown Master Plan is available at the following web address:

<http://sslc.com/departments-listings/community-development>

### **Ordinance Requirements and Considerations:**

#### **Land Use Amendment Procedure:**

##### **17.01.150 Amendments.**

- A. Amendments to the Zoning Map. Amendments to the zoning map shall be made in compliance with the provisions of this chapter and Utah State Code Annotated.
- B. Initiating Amendments and Corrections. Any citizen, property owner, the planning commission, the city council, or the community development director may initiate proposals for change or amendment of the South Salt Lake General Plan or any chapter or regulation of this code or the official city zoning map.

- C. Application. Any person seeking an amendment to the land use code or zoning map shall submit an application with the community development department indicating the change desired and how the change will further promote the goals and objectives of the general plan. Application will be processed and noticed to the public, when applicable, according to this code and Utah Code Annotated. Applications will be processed in an efficient manner in order to not cause the applicant unwarranted delays.
- D. Planning Commission. The planning commission shall:
1. Fulfill all duties outlined in state statute that are to be performed by the planning commission.
  2. Prepare and recommend to the city council the general plan or amendments to the general plan, any proposed land use ordinance or ordinances and a zoning map, and amendments thereto that represent the planning commission's recommendation for regulating the use and development of land within all or any part of the area of the municipality.
  3. Hold a public hearing on a proposed land use ordinance or zoning map amendment.
- E. City Council. The city council:
1. May adopt or amend:
    - a. The number, shape, boundaries, or area of any zoning district on the official city zoning map;
    - b. Any regulation of or within the zoning district; or
    - c. Any provision of the development code.
  2. The municipal legislative body shall consider each proposed land use ordinance and zoning map recommended to it by the planning commission, and, after providing notice as indicated in this code and Utah State Code Annotated and holding a public meeting, the legislative body may adopt or reject the ordinance or map either as proposed by the planning commission or after making any revision the municipal legislative body considers appropriate. The city council is not bound by any recommendation from the planning commission.

#### **17.05.110 Purpose of the land use code.**

- A. The purposes of this title are to provide for the health, safety, and welfare, and promote the prosperity, improve the morals, peace and good order, comfort, convenience, and aesthetics of the city of South Salt Lake and its present and future inhabitants and businesses, to protect the tax base, to secure economy in governmental expenditures, to foster the city's agricultural and other industries, to protect both urban and nonurban development, to protect and ensure access to sunlight for solar energy devices, to provide fundamental fairness in land use regulation, and to protect property values.

- B. To accomplish the purposes of this chapter, the city may enact all ordinances, resolutions, and rules and may enter into other forms of land use controls and development agreements that it considers necessary or appropriate for the use and development of land within the city, including ordinances, resolutions, rules, restrictive covenants, easements, and development agreements governing uses, density, open spaces, structures, buildings, energy efficiency, light and air, air quality, transportation and public or alternative transportation, infrastructure, street and building orientation and width requirements, public facilities, fundamental fairness in land use regulation, considerations of surrounding land uses and the balance of the foregoing purposes with a landowner's private property interests, height and location of vegetation, trees, and landscaping, unless expressly prohibited by law.
- C. This code is adopted to implement the city of South Salt Lake's general plan and to promote public health, safety, convenience, aesthetics, welfare, stable land values, efficient land use, sustainable land use and building practices, crime prevention, transportation and accessibility, and efficiency in land use review and administration.
- D. The land use code is also established to facilitate orderly growth and development in the City of South Salt Lake and to enhance the lives of the citizens of the city.
- E. The land use code intends to establish a fair and efficient process for development and land use applications, as accomplished through the delegation of powers among city officials and a transparent review process.

#### **17.15.010 Commercial and Residential Land Uses - Purpose and applicability.**

- A. Purpose. The land use matrix and standards are intended to:
1. Allow a mixture of complimentary land uses that may include retail, offices, commercial services, civic uses and industrial uses to create economic and social vitality;
  2. Encourage a diversity of businesses to expand and locate to the city;
  3. Continue to support the business areas as regional employment centers;
  4. Develop districts that encourage walking as an alternative to driving.

#### **Components of the Downtown South Salt Lake Form-Based Code**

**Street Types:** The ordinance establishes standards, both for existing streets and for new roadways in the Downtown District. The FBC facilitates creating a complete street grid to enable development and create a walkable urban core. The downtown also relies on a major transit hub and a streetcar station to support transit-oriented development and increase options for living with less reliance on a personal vehicle. The ordinance proposes existing and new street types to facilitate vehicular, pedestrian, and bike access to new development within the downtown.

**Subdistricts:** Recognizing that conditions change throughout the downtown, the code identifies four subdistricts:

- Station District

- Greenway
- Mixed-Use
- Retail Destination

Specific use and building type standards vary by subdistrict.

**Uses:** The code identifies uses in a series of broad categories, listing them as permitted or conditional by subdistrict. Uses not listed as permitted or conditional are prohibited. Staff calibrated the list of available uses to ensure compatibility with the surrounding neighborhood and the vision of a mixed-use transit oriented downtown. Recognizing that existing buildings within the downtown could be adaptively reused, allowances were made to allow existing buildings, subject to review by the land use authority and regulations outlined on page 54 of the attached code.

**Building Types:** As with the City's residential design standards, this code contemplates allowable building types by subdistrict. Recognizing the mixed-use nature of downtown and the goals of the Master Plan, the following building types and design requirements are included in the code:

- Storefront Building
- Urban Style
- Townhome
- Civic Building
- Parking Structure
- Adaptive Reuse
- Entrance Types
- Roof Types
- Additional Design Standards
- Amenity Requirements

Each building type has requirements for building siting, building massing, uses based on location in the building, primary façade standards, and roof type standards, as well as other restrictions.

**Residential Densities:** The form-based code restricts residential density through the parking and open space requirement. There is no maximum density included in the code. Staff believes that appropriate building types, parking requirements and street standards will ensure compatible and complementary building development throughout the downtown.

**Open Space Types:** The open space types described in the code are designed to emphasize, promote, and expand both public and private open space in the downtown. Open space requirements are based on specific building types in each subdistrict. Urban Style, Townhome, and Civic Building projects will be required to provide 20% of the total project area as open space. Urban Style buildings may count individual open space, up to a maximum of 5% of their required open space. Storefront buildings will be required to provide 5% of the total project area as open space.

Open spaces may take the form of S-Line corridor enhancements, plazas, pocket parks, commons or courtyards, private open spaces, rooftop open spaces, passageways, and active streetscapes.

**Landscape:** Landscape requirements are included in this code; standards vary by the type of landscaping proposed. The landscape requirements include a specification for the following types of landscaping:

- Parking Lot Buffer
- Side & Rear Buffer
- Active Frontage
- Interior Parking Lot Landscape
- Screening of Open Storage, Refuse Area, and Utility Appurtenances

**Parking:** Parking requirements described in the code are based on general land use categories. Parking requirements for residential uses are based on the number of bedrooms per unit. For studio or one bedroom units, a one (1) stall per unit ratio has been proposed. For two to three bedroom units, a 1.5 stall per unit ratio has been proposed. Civic Uses, General Retail Uses, and Office uses propose three (3) stalls per 1,000 sq. feet. Neighborhood retail allows for a reduction to two (2) stalls per 1,000 sq. feet. All residential uses are eligible to parking rate reductions based on additional amenities.

Staff proposes language in the ordinance that will regulate parking as follows:

1. Parking is not allowed to occupy the corner in any district. Parking facilities shall not occupy the ground story of a building or corner of property within 60 feet of street intersections.
2. Parking shall not predominate street frontages. In the Station and Greenway subdistricts, all parking must be in the rear of the buildings. IN the Mixed Use subdistrict, one double-loaded aisle of visitor parking, located perpendicular to a public street frontage is permitted.
3. In the Retail subdistrict, parking shall not occupy more than 50% of a project's street frontage.
4. Surface parking lots with 50 stalls or more must be considered future development sites and be designed to facilitate this conversation.
5. On-street parking may not be counted toward residential parking requirements.
6. The Land Use Authority may consider increases or reductions to standards outlined in this chapter, up to 20% of the standard requirement. Parking in excess of these standards may be permitted in the Mixed Use, Station, and Retail Destination Districts, provided that the parking is entirely contained within a parking structure.

**Sign Types:** The ordinance includes specific requirements for signage. It seeks to enhance the economic and aesthetic appeal of the Downtown South Salt Lake Area. The following sign types are included in the code:

- Wall Sign
- Projecting Sign
- Projecting Marquee Sign
- Awning Sign
- Canopy-Mounted Sign
- Roof Sign
- Window Sign
- Monument Sign
- Pedestrian-scale Pole-mounted Sign

**Administration:** The final chapter of the code addresses administration. This chapter establishes the scope of regulations, administration and enforcement, development

applications, the development process, and nonconformities. Like the East Streetcar Form Based Code, most of the uses are either permitted, or conditional requiring Planning Commission or Community Development Director approval.

**Amending or Modifying a Site Plan:** Recognizing that circumstances can change during the development a master-planned project, staff incorporated a process to amend or modify a site plan. Minor modifications of a master plan, addressing parcel reconfigurations, modifications to landscaping or building designs, or alternative parking plans, can be approved at staff level using mechanisms already adopted in ordinance.

**Subdivision Approvals and Development Standards:** Unless superseded by the FBC document, commercial subdivisions shall be approved using the subdivision plat approval process established in this title and in Title 15.

The code allows for owner-occupied townhouses to be developed using PUD standards, but through a standard subdivision process, where the Planning Commission acts as the Land Use Authority.

Since this code will be applied in portions of the redevelopment area, the City Council, acting as the City's Redevelopment Agency, will have opportunities to review and take comment on new developments that occur in the corridor, and that seek participation in the redevelopment area.

Staff believes that the subdivision process included in the ordinance would function as an incentive to developers, by reducing the time and cost of approving subdivisions in the Downtown South Salt Lake District.

**Staff and Planning Commission Recommendations:**

Staff finds that the form-based code responds to the South Salt Lake City General Plan and the Downtown Master Plan. The Planning Commission unanimously recommended approval of the rezone and form-based code.

**Attachments:**

**Attachment 1:** Proposed Form-Based Code

**Attachment 2:** The Downtown Master Plan is available at the following web address:  
<http://sslc.com/departments-listings/community-development>

***Planning Commission Regular Meeting Minutes***

*Thursday, November 19, 2015*

*City Council Chambers*

*220 East Morris Avenue*

*Time 7:00 p.m.*

**Commission Members Present:**

Rachel Lauritzen, Presiding  
Brandon Dalton  
Jeremy Carter  
Holly Carson  
Portia Mila

**Staff Members Present:**

Michael Florence, Community Development Director  
Frank Lilly, Deputy Director of Community  
Sharen Hauri, Urban Design Director  
Alexandra White, City Planner

**Moment of Reflection:**

**Chair Lauritzen**

**Pledge of Allegiance:**

**Commissioner Mila**

**Motion to Approve the Agenda**

**Commissioner Mila**

**Second to the Motion:**

**Commissioner Carson**

**Vote:**

**Unanimous**

**New Business**

• **Public Hearing  
Z-15-005**

- 1. A recommendation by the Planning Commission to the City Council to consider amending the South Salt Lake Zoning Map from Commercial Corridor, North District, Commercial General, Light Industrial, and Transit Oriented Development Overlay to Downtown and to adopt the Downtown South Salt Lake Land Use Ordinance and Design Standards. The zoning encompasses the area from 2100 S. to I-80 and from State Street to 400 W.**

**Action Item**

**Address:**

**Applicant: South Salt Lake City**

Frank Lilly introduced the downtown South Salt Lake Form Based Code, discussing the sections of the code: subdistricts, street types, uses, building types, open space types, landscape types, parking, signage, and administration.

The Downtown South Salt Lake Ordinance and Design Standards is based on the Wasatch Choice for 2040 Template Form Based Code and is similar in design to the East Streetcar Neighborhood Form Based Code. The intent of the code is to facilitate redevelopment of the downtown area, bounded by 2100 South, State Street, I-15, and I-80, into a mixed use transit-oriented downtown center for South Salt Lake City.

Sharen Hauri discussed the section of the code that addresses street types, highlighting the pedestrian and non-vehicular enhancements to the streetscape. She highlighted the Transit Corridor as a new approach to rights-of-way along the TRAX corridor: Currently, the corridor is behind the front entrances of most buildings. The proposed enhancements would provide for a non-vehicular path along the TRAX corridor, separated by a minimum 5 foot buffer, enhanced by safety measures required by UTA. This would be a first for the region.

Ms. Hauri and Mr. Lilly discussed the other sections of the code.

Staff recommended that the matter be continued to the next meeting, to give staff time to make additional changes to the zoning document.

**Commissioner Lauritzen opened the public hearing at 7:40 pm.**

Scott Kimbrough, owner of a building at 125 West Burton Avenue, asked about impacts to his property as a result of the implementation of the zoning ordinance. Ms. Hauri replied that his building would fall in the Greenway subdistrict and future development would have to meet the standards of the zone. If the City wished to acquire open space, it would have to purchase it from the property owners in that district. Mr. Kimbrough asked if the city had any money for to acquire open space.

**There were no further public comments. Commissioner Lauritzen closed the public hearing at 7:43 pm.**

Mike Florence stated the City's position that it will not pursue eminent domain on properties in the zone, and that development would be entirely market driven.

Commissioner Lauritzen stated that staff presented the ordinance clearly, and that it would be a good enhancement to the City.

Commissioner Dalton expressed concern about the prominence of Parley's Trail in the ordinance. Ms. Hauri stated that Parley's Trail will be included in a network of urban paths throughout downtown, including in designated street types intended to connect the S-Line Greenway to the trail over the Roper Yard. Commissioner Dalton and Ms. Hauri discussed street types.

Commissioner Lauritzen stated that she liked the emphasis on the pedestrian in the plan.

**Motion to Continue**

**Commissioner Mila**

**Second:**

**Commissioner Carson**

**Vote:**

**Unanimous**

***Planning Commission Regular Meeting Minutes***

*Thursday, January 7, 2016*

*City Council Chambers*

*220 East Morris Avenue*

*Time 7:00 p.m.*

**Commission Members Present:** Rachel Lauritzen, Presiding  
Holly Carson  
Jeremy Carter  
Susan Dickstein  
Leslie Jones  
Laura Vernon  
Spencer Walker

**Staff Members Present:** Michael Florence, Community Development Director  
Francis Lilly, Deputy Director/Housing Administrator  
Alexandra White, City Planner  
Hannah Vickery, City Attorney

**A recommendation by the Planning Commission to the City Council to consider amending the South Salt Lake Zoning Map from Commercial Corridor, North District, Commercial General, Light Industrial, and Transit Oriented Development Overlay to Downtown and to adopt the Downtown South Salt Lake Land Use Ordinance and Design Standards. The zoning encompasses the area from 2100 South to I-80 and from State Street to 400 West.**

**Action Item**

**Applicant** South Salt Lake City

Mr. Lilly presented the continuing business regarding Downtown Land Use Ordinance and Design Standards. The above item was before the Commission previously and the changes made since then were primarily technical in nature.

**Motion to recommend the City Council amend the South Salt Lake Zoning Map of the area from 2100 South to I-80 and from State Street to 400 West from Commercial Corridor, North District, Commercial General, Light Industrial, and Transit Oriented Development Overlay to Downtown, and adopt the Downtown South Salt Lake Land Use Ordinance and Design Standards.**

**Motion:** Commissioner Vernon

**Second:** Commissioner Walker

**Vote:** Unanimous

## **ATTACHMENT 1: FORM-BASED CODE**

## 17. 11. 020

*Add the following text:*

**Downtown South Salt Lake (DT) District.** The Downtown South Salt Lake District is established to facilitate the redevelopment of Downtown South Salt Lake as a regional mixed use center in a manner compatible with the Wasatch Choice for 2040 Regional Growth Principles, the South Salt Lake City General Plan and the Downtown South Salt Lake Master Plan. Redevelopment in this district is intended to transform it into a walkable, urban place to serve as a city center. Redevelopment in this district is intended to transform it into a walkable, urban place to serve as a city center. Land uses and regulations for buildings and site development in the Downtown South Salt Lake District are established in the Downtown South Salt Lake Zoning Ordinance and Design Standards.

## 17.13

*Add the following text:*

### 17.13.220 – Downtown South Salt Lake District

- A. Purpose.** The purpose of the Downtown South Salt Lake District is to facilitate the redevelopment of Downtown South Salt Lake as a regional mixed use center in a manner compatible with the Wasatch Choice for 2040 Regional Growth Principles, the South Salt Lake City General Plan and the Downtown South Salt Lake Master Plan. Redevelopment in this district is intended to transform it into a walkable, urban place to serve as a city center.

**Specifically, the Downtown South Salt Lake District will promote development that will:**

1. Act as an icon for South Salt Lake’s identity as a city and a destination;
  2. Function as a hotspot for urban living;
  3. Establish a legacy of beautiful civic and public places;
  4. Provide unmatched access and mobility for all travelers;
  5. Enable unprecedented and sustained economic growth;
  6. Support business and job creation;
  7. Embrace cultural, social, and economic diversity;
  8. Reduce and eliminate non-conforming uses; and
  9. Complement the City’s redevelopment strategy supporting the development of an urban core in South Salt Lake.
- B. Uses and Regulations.** Land uses and regulations for buildings and site development in the Downtown South Salt Lake Neighborhood District are established in the Downtown South Salt Lake Zoning Ordinance and Design Standards. Unless the Downtown South Salt Lake Zoning Ordinance and Design Standards specifies otherwise, all other city ordinances pertaining to site development and land use apply.

# DOWNTOWN SOUTH SALT LAKE

ZONING ORDINANCE & DESIGN STANDARDS



South Salt Lake City, Utah

DRAFT November 13, 2015



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# 1.0 DOWNTOWN SOUTH SALT LAKE

## 1.1 The Downtown South Salt Lake Area



### 1. Description and Intent.

South Salt Lake is building a downtown city center. This could be the most significant action in South Salt Lake's 75-year history, and likely the next century. This reflects the desires of residents, businesses and community partners calling

for a "heart of the community" that they could call their own.

The Downtown Form Based Code is the culmination of over a decade of discussion, planning and design that started with visioning for a new mode of transit to serve the South Salt Lake downtown, to support a growing neighborhood and to connect to Sugar House. With the new S-Line streetcar as an impetus, a plan was developed to promote transit-oriented development, as well as a walkable, urban neighborhood. This code builds upon the community input and decisions from the 2011 Downtown planning effort, the 2012 Streetcar visioning process, 2014 East Streetcar Form Based Code and the Downtown Master Plan, which was adopted by the South Salt Lake City Council on **December X, 2015**.

The center takes advantage of an unparalleled transportation network, including light rail, streetcar, bus service, interstates I-15 and I-80, major

local arterials, the regional Parley's Trail and a strong existing street grid. The intent is to bolster this network and create "complete streets" to support all modes of travel and increase use of transit and active transportation. The intent is also to use streets as public space and the street grid to appeal to redevelopment.

The Downtown is an urban center encompassing nearly 200 acres in the heart of the Salt Lake Valley. The city anticipates no less than 2,500 multi-family housing units, 1 million square feet of retail and 500,000 square feet of office/commercial space, plus parks, Parley's Trail and greenway, and cultural/social attractions. This should include a wide range of building intensities and building uses. It should also include a wide mix of employers and jobs, thoughtfully cultivated to change the future of the city.

Today, this area is a complement and a hinge between downtown Salt Lake City and Sugar House, but it will soon become an urban center in its own right. The regionally prominent location, premier transit, and significant redevelopment options make this not just a local and regional opportunity, but one that should attract national attention as well.

It will take decades to fully redevelop this neighborhood, but the area is well on its way. There is a vibrant scene of creative, entrepreneurial people and businesses that have started this transformation. Transitional and temporary uses are supported as tools to help facilitate new uses and energy, while keeping an eye to the long-term master plan.



Figure 1.1(1). Map of the Downtown South Salt Lake Area.

# 1.0 DOWNTOWN SOUTH SALT LAKE

## 2. Vision.

This will be a vibrant, walkable neighborhood with a wide selection of homes for current and future residents of South Salt Lake. Its character, amenities and strong connections to both Downtown South Salt Lake and to Sugar House will make it one of the most desirable neighborhoods on the Wasatch Front.

(1) This plan strives to create:

- (a) An icon for South Salt Lake's identity as a city and a destination
- (b) A hot-spot for urban living
- (c) A legacy of beautiful civic and public places
- (d) Unmatched access and mobility for all travelers
- (e) Unprecedented and sustained economic growth
- (f) A new business landscape and job opportunities
- (g) Energy saving and resource-conscious design and construction

This area will support the city's vision as a City on the Move—a place where you can create your own opportunities, move up and progress. This should also support the city's promise to be a clean, safe a beautiful community.

## 3. History.

South Salt Lake City is a classic American, post-war suburb with a significant business and industrial base. The new Downtown neighborhood is being built on a foundation of significant industrial, warehouse and craftsman businesses plus large format retail. The viability of this neighborhood as an industrial center has waned in recent years and interest in the area as an urban center has grown. The area has been designated a redevelopment area to encourage this transition.

This area is still perceived as an industrial/warehouse zone, although new uses have moved in to take advantage of this architecture, including art spaces, design and home remodeling, a brewery and restaurants, small start-up spaces and craftsman industries. The architecture is generally modern and modest and is often suited for many uses. Many of the buildings are aging but some of the more interesting architecture has been adapted for reuse.

Transportation routes also add to the character of the neighborhood. The block adjacent to State Street has a long commercial history, having grown up along "Utah's Main Street." The S-Line streetcar route is a remnant of our industrial history. The "Sugar House spur" rails where the S-Line now travels originally served a booming base of warehouse and industrial businesses all along the line. This railway helped South Salt Lake become "A City of Industry" in the mid-20th century. Local businesses such as Burton Lumber and Granite Mill helped build this neighborhood, literally and figuratively. Lumber, stone, building supplies, and furniture were loaded into and out of businesses on this spur line.

The area has changed with the first streetcar in modern Salt Lake City (opening in 2013) and includes the regional Parley's Trail and dreams for a continuous greenway to serve as a community connection and recreation destination. Designs for the modern streetcar greenway in the S-Line corridor reflect this industrial history. This industrial history theme was reflected in the S-Line logo, in the artwork that re-uses historic building and rail materials, and in the adaptive reuse of historic buildings. The new "Commonwealth District" name for the neighborhood also reflects the creativity and shared work that have built this industrious neighborhood.

## 4. Character.

While this neighborhood is considered historic, it also has a history of being thoroughly modern and on the cutting edge of industry. Several words to describe the industrial history are honest, timeless, and tough. These characteristics are at play in this neighborhood and should be considered touchstones for development today.



Figure 1.1(2). S-Line Greenway in Sugar House.

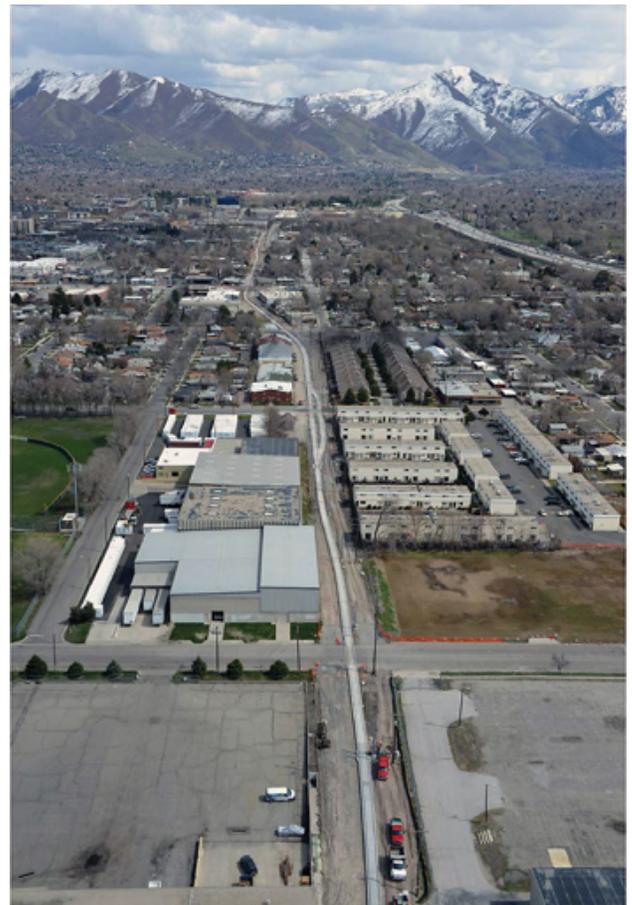


Figure 1.1(3). The S-Line Corridor, shown during construction, connecting the neighborhood.

# 1.0 DOWNTOWN SOUTH SALT LAKE



Figures 1.1 (4-7). Neighborhood Character  
 From top:  
 125 W. 2100 South  
 150-190 W 2100 South  
 2180 S Richards Street  
 2150 S Main Street

Figures 1.1 (8-11). Neighborhood Character  
 From top:  
 2312 S. State  
 2200 S. Main Street (Utopia facade)  
 2301 S. Main Street  
 2345 S. Main Street



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# 2.0 STREET TYPES

## 2.1 Introduction

A complete street grid should be expanded to facilitate development and create a walkable urban core. The downtown also relies on a major transit hub and a streetcar station to support transit-oriented development and increase options for living with less reliance on a personal vehicle.

### 1. Intent.

The standards outlined in this section are intended to:

- (1) Create complete streets that address all modes of travel including pedestrians, bikes, transit, and vehicles at speeds appropriate for shared use.
- (2) Address all features of the corridor, including sidewalks, parking, traffic lanes, bicycle lanes, transit and medians.
- (3) Create streets and public corridors that reduce storm water runoff quantity and improve quality of storm water runoff.
- (4) Create focal points that emphasize the downtown gateway corners.
- (5) Support the adjacent land uses in character and quality.
- (6) Support using streets as a public gathering space.
- (7) Treat transit corridors similar to streets to increase circulation to stations and to utilize them as public spaces similar to streets.

### 2. General Requirements.

All proposed street types shall meet the street type requirements.

- (1) Street Types. All new vehicular and transit ROWs shall match one of the street types, refer to 2.4 through 2.15.
- (2) Public Use. Streets may be privately or publicly owned.
- (3) Gated streets, private or public, are not permitted.
- (4) Streets should be developed according to the Downtown South Salt Lake Streetscape Handbook.
- (5) Parley's Trail shall be accommodated in corridors as designated on the Downtown Master Plan.
- (6) All construction in the ROWs shall follow specifications defined by the South Salt Lake City Engineer and Fire Marshal, as well as the Engineering requirements of the Street Matrix, Table 2.16 (1).

## 2.2 General Street Type Standards.

### 1. Street Types.

Street Types defined in this section outline acceptable street configurations. New streets should be designed using the principles and characteristics defined by each street type. The City Engineer may require changes to the right-of-way, pavement width, or additional street elements depending on unique site characteristics.

The intent is to create safe routes and a desirable public spaces from building face to building face. Exact features depend on the level of traffic on each block and the use of the building.

### 2. Graphics.

The graphics provided here, illustrating each street type, are samples of recommendations and illustrate a configuration of that street type. These designs are intended as guidelines. Exact cross-sections are subject to city review and approval. Select streets are drawn in detail in this chapter for clarification purposes only. By applying the standards outlined and working with the City Engineer and Fire Marshal, other configurations are possible.

### 3. Typical Street Elements.

Typical elements of a vehicular right-of-way are divided into the vehicular and pedestrian realm. The vehicular realm will be designed and improved by the city. The pedestrian realm will be designed and improved by property owners, in coordination with the city. All streetscape and furnishings shall meet the Downtown South Salt Lake Streetscape Handbook. The basic layout of the vehicle and pedestrian realm shall remain consistent for each side of the street for each block. The pedestrian realm should be designed to enhance the adjacent building and uses. Each street type detailed in this section outlines which facilities are applicable.

- (1) Vehicular Zone. The vehicular zone is comprised of parking lanes, turn lanes, transit lanes and stops, bike lanes, and medians. The number and width of each element is determined by street type.
- (2) Pedestrian Zone. The pedestrian zone is comprised of sidewalks, trail or off-street bicycle path, and a street buffer, consisting of a landscape zone or furnishings zone that serves to buffer pedestrians or bicyclists from the movements of higher speed vehicles in the vehicular realm. Pedestrian paths should be public if they extend beyond the project boundary. Pedestrian paths should have direct access to existing public passageways as appropriate. Building setbacks are determined by building type.
  - (a) Landscape Zone. A landscape area between the back of curb or edge of pavement to the sidewalk in which street trees, swales, lighting, furniture, and directional signage may be located. Typically used adjacent to residential buildings.
  - (b) Furnishings Zone. A hardscape area that extends from the sidewalk to the back of curb, in which street trees, street furniture, lighting, and signage may be located. Typically used adjacent to commercial or office buildings.
  - (c) Street Trees. Street trees are required along all street frontages. Street tree size, spacing and species shall be based on street type and landscape zone dimensions. Street trees spacing shall be consistent and uninterrupted when possible. For street tree requirements refer to the South Salt Lake Landscape Handbook. Maintenance is the responsibility of the property owner when infrastructure abuts or is within a city ROW.
- (3) Bicycle Facilities. The following types of bicycle accommodations are permitted per Street Type. Refer to Figure 2.2 (2) on the following page.
  - (a) Cycle Track. A cycle track is a separate on-road bicycle facility that is typically adjacent to, but physically separated from, vehicular traffic and parking by a barrier.

## 2.0 STREET TYPES

- (b) **Dedicated Bicycle Lane.** Dedicated bicycle lanes are striped lanes on the outside of the outermost travel lanes that are designated only for bicycle use. This lane typically occurs on both sides of the street and shall be four to five feet wide. Bike lanes shall be a part of a continuous route.
- (c) **Designated Shared Lane.** A designated shared lane is a lane that is shared between vehicles and bicycles. This lane is typically wider than a standard vehicular lane, minimum 13 feet, in order to accommodate both types of users, and includes a painted bicycle marker combined with a double arrow (known as a “sharrow”).
- (d) **Shared Lane.** A shared lane refers to a street that does not have bicycle lanes or a designated shared lane, but the speed and configuration of the street is such that bicycles could comfortably share lanes with traffic.
- (e) **Trail.** A trail is a separated route for bikes, not included in the vehicular realm.
- (f) **Bicycle Corral.** An on-street bicycle parking facility that provides more bicycle stalls than typical bicycle sidewalk racks. See figure 2.2 (1).



Figure 2.2 (1). On-Street Bicycle Corrals.

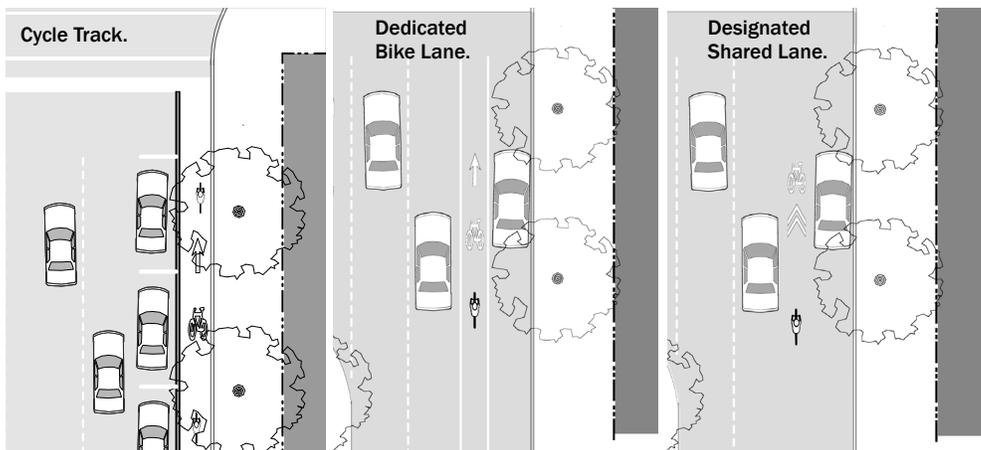


Figure 2.2 (2). On-Street Bicycle Facilities.

### 4. Transit Facilities.

Streets and sidewalks should be designed to support transit users and meet UTA requirements. This may include loading zones, landings, ramps, transit shelters, benches, lighting, pedestrian clear zones, and all other reasonable accommodations.

### 5. Vehicular On-Street Parking.

On-street parking, as permitted on designated street types, shall meet the following requirements.

- (1) Parallel and diagonal parking is permitted on designated street types.
- (2) Vehicular Parking Space Dimensions. The width of a parking space shall be measured from the center of a stripe.

## 2.3 General Street Layout Requirements.

### 1. General Layout Standards.

The following standards apply to new streets or newly platted vehicular Rights-of-Way.

- (1) **Street Network.** The network of streets shall form an interconnected grid pattern with multiple intersections.
- (2) **Existing Streets.** The arrangement of streets shall provide for the continuation of existing streets from adjoining areas into new subdivisions.

### 2. Disconnected Streets.

Disconnected streets may take the following form:

- (1) **Cul-de-sac Streets.** Cul-de-sac streets are not permitted.
- (2) **Half Streets.** The construction of a half street shall be prohibited unless otherwise approved by the Planning Commission in unusual circumstances that make it essential and where satisfactory assurances for dedication if the remaining part of the street is provided.
  - (a) Proposed half streets along the periphery of the subdivision

## 2.0 STREET TYPES

shall have no less than one-half of the right-of-way dedicated and constructed.

- (b) Existing half streets adjacent to a proposed development shall be completed with the dedication of the remaining right-of-way and the complete construction of the street with the development of said proposed subdivision and property development.

### 3. Intersections.

- (1) Curb Radii. The following curb radii shall be utilized unless otherwise authorized.
  - (a) Intersections should be designed for actual turning radius of the typical design vehicle as opposed to the maximum design vehicle. Small curb radii at intersections shorten pedestrian crossing distances and reduce vehicle turning speeds, thereby balancing the ease of travel of the vehicles and pedestrians. Refer to Figure 2.3 (1).
  - (b) Larger Radius. When the design vehicle requires a larger curb radius and no on-street parking exists, a 30-foot radius may be utilized. Larger radii require approval of the City Engineer.
  - (c) Lane Intersections. The curb radius at intersections involving Lanes shall be no greater than 5 feet.
- (2) Crosswalks. Crosswalks shall be required at all intersections in the Downtown District, including mid-block pedestrian crossings.
  - (a) Dimensions. Crosswalks shall be at least six feet wide, measured from mid-stripe to mid-stripe, per the Manual on Uniform Traffic Control Devices (MUTCD).
  - (b) Markings. Crosswalks shall be appropriately indicated on the finished street surface or where required in parking and access areas. Crosswalks shall be marked with textured or colored pavement, thermoplastic applications, or another marking approved by the Land Use Authority.
  - (c) Crossing Distances. To encourage pedestrian activity, typical crosswalks shall not extend over 38 feet without a landscape median, bulb-outs and/or other pedestrian refuge to mitigate the effects of vehicular traffic on crossing and increase pedestrian safety and comfort. Refer to Figure 2.3 (2).
  - (d) Accessible ramps and warning panels, per the American Disabilities Act or any more stringent state requirement, are required where all sidewalks or trails terminate at a crosswalk or curb.
  - (e) Ramp Orientation. Ramps shall be oriented perpendicular to traffic, requiring two ramps per corner at intersecting streets.
- (3) Bulb-outs. To shorten pedestrian crossing distances, bulb-outs should be utilized at all intersections, unless otherwise required by the City Engineer. Refer to Figure 2.3 (3).
  - (a) The depth of the bulb-out shall match the width of utilized on-street parking.
  - (b) The radius of the bulb-out shall match the requirements for the intersection.
  - (c) Planted areas shall be included where appropriate to delineate pedestrian crossings and to enhance the streetscape.

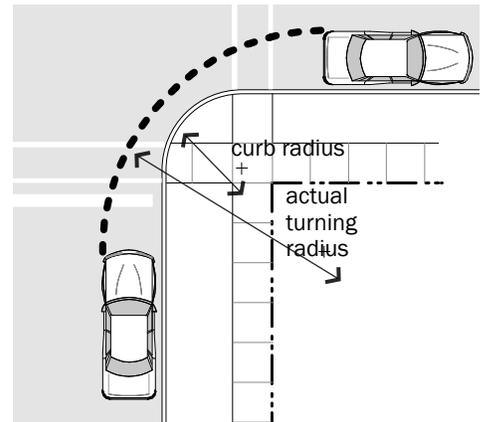


Figure 2.3 (1). Curb Radius Diagram

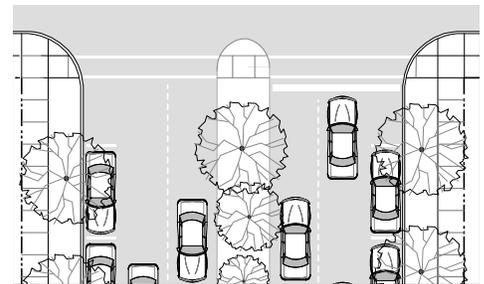


Figure 2.3 (2). Pedestrian Crossing (Median)

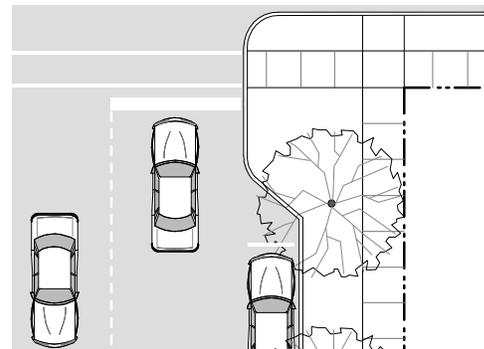


Figure 2.3 (3). Bulb-out Diagram

## 2.0 STREET TYPES

### 4. Stormwater Management.

Incorporation of stormwater management best practices is encouraged, such as incorporating drainage swales and slotted curbs into the Landscape Zone adjacent to parking lanes. Where achievable, permeable pavement materials should be selected, such as unit pavers, porous concrete, and porous asphalt. For suggested methods refer to Figure 2.3 (4). Final design shall meet the requirements of the City Engineer. These elements may help achieve project stormwater discharge requirements. Maintenance shall be the responsibility of the owner.

- (1) Bioswales are permeable depressions, vegetation, drainage sumps, or rip rap that slow, capture, and absorb water before entering the storm sewer system. Bioswales also clean stormwater by removing pollutants.
- (2) Pervious paving allows water to infiltrate the pavement surface, reducing rapid runoff into streams and storm sewer systems. Pervious paving surfaces include interlocking pavers, porous asphalt, porous concrete and grid/grass pavers.
- (3) Rain gardens are depressions that contain drainage rocks and plants adapted to wet conditions designed to slow, capture and absorb rainwater.

### 5. Fire Access.

Street configurations have been calculated to provide emergency vehicle access. Where the total width of all travel lanes is narrower than 20 feet, the following shall apply.

- (1) Room to Pass. At 120 foot increments, a 20 foot opening in the on-street parking or a 20 foot dedicated pull-off space must be provided to allow vehicles to pull over for a fire truck to pass.
- (2) Driveway or Fire Hydrant Zone. A driveway or fire hydrant zone may be utilized to fulfill the requirement.

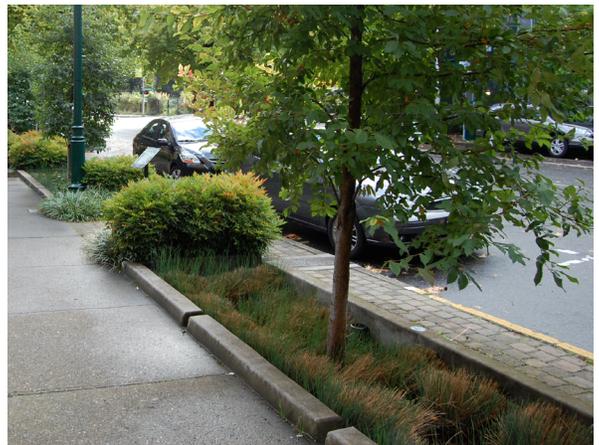


Figure 2.3 (4). Curb Cut and Landscape Storm Drainage Methods

## 2.0 STREET TYPES

### STREETS MAP



Figure 2.3 (5). Street Type Map.

## 2.0 STREET TYPES

### 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 (1).

#### 2. General Requirements.

The Boulevard shall be developed using the standards in Table 2.4 (1).

#### 3. Applicability.

The following streets are considered Boulevards:

- State Street
- 300 West
- 2100 South

Table 2.4 (1).

Requirements.		
<b>Vehicular Zone</b>		
<b>Travel Lanes</b>		<b>4-6</b>
<b>Center Lane</b>	<b>Median</b>	None
	<b>Turn</b>	Varies
<b>Transit</b>		Express Bus, Bus, none; varies
<b>Parking Lanes</b>		None
<b>Bicycle</b>		None or Designated Lane
<b>Pedestrian Zone</b>		
<b>Walkways</b>		Sidewalk on each side of corridor
<b>Street Buffer</b>		2
<b>Trees</b>		Park Strip
<b>Furnishings</b>		Bollards, Bike Racks, Seating, Lighting; varies
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

#### Notes:

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

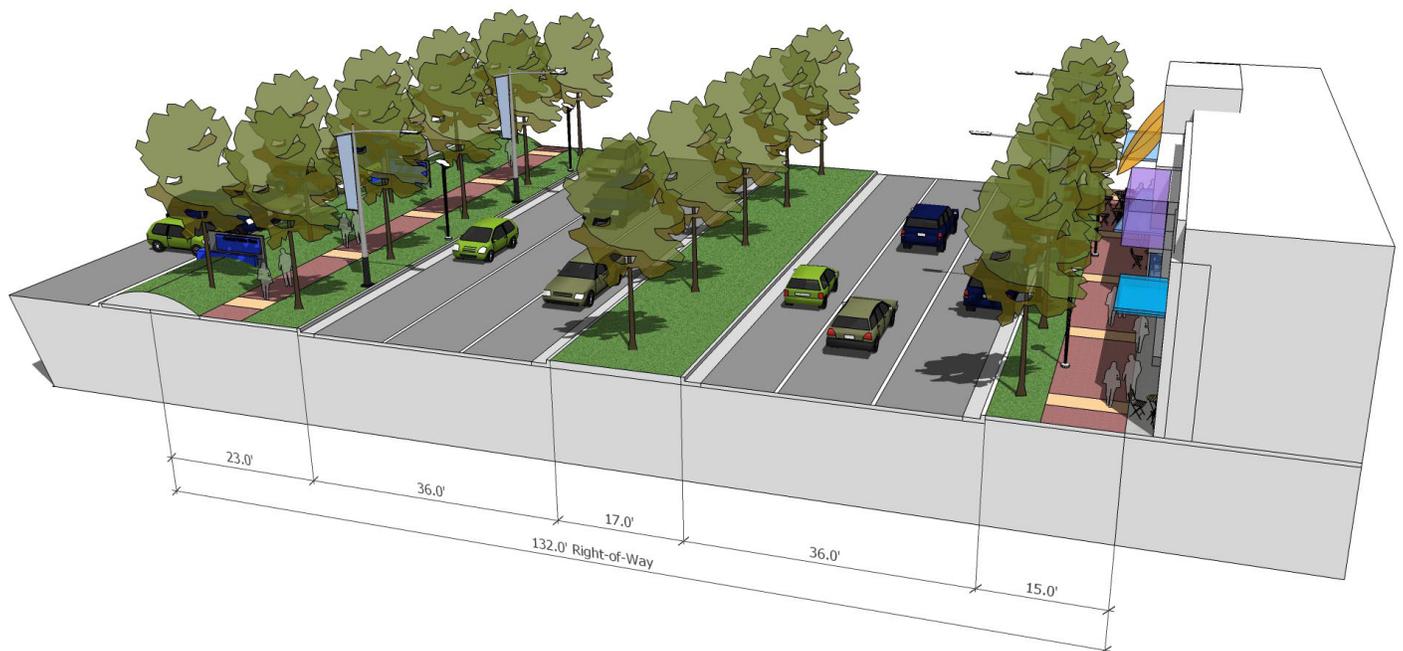


Figure 2.4 (1). Typical Cross Section Boulevard / State Street

## 2.0 STREET TYPES

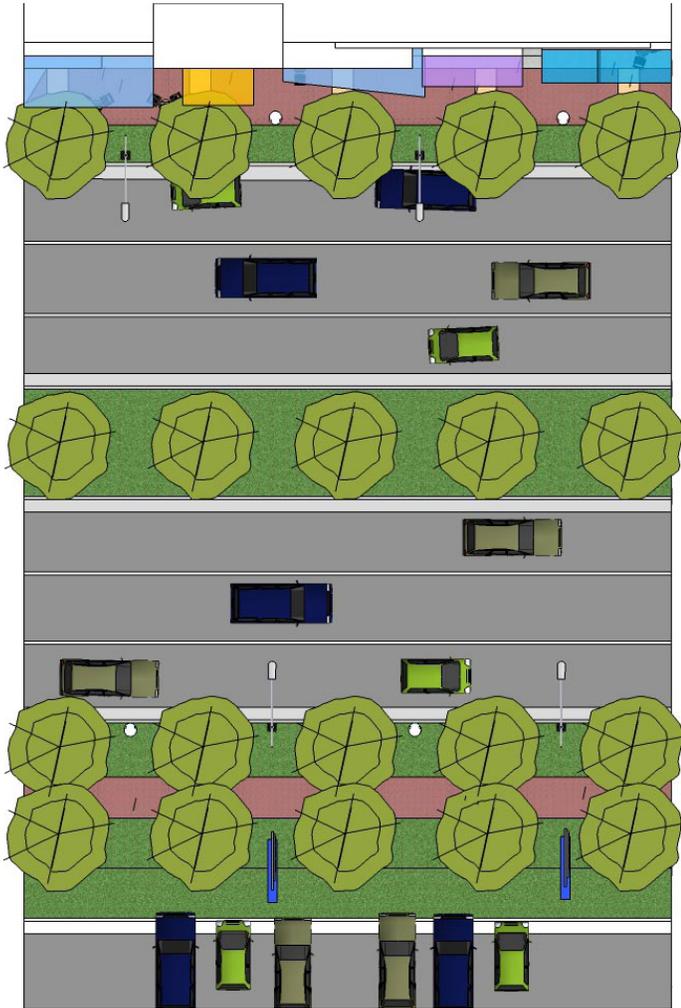


Figure 2.4 (2). Typical Boulevard Plan.



Figure 2.4 (3). Boulevard Landscaping Example.



Figure 2.4 (4). Typical Boulevard Cross Section.

## 2.0 STREET TYPES

### 2.5 Avenue.

#### 1. Intent.

The Avenue is a medium to high capacity street for higher speeds with a wider right-of-way. It serves all types of development and provides crosstown connections. Refer to the typical plan and section in Figure 2.5 (1).

#### 2. General Requirements.

The Avenue shall be developed using the standards in Table 2.5 (1).

#### 3. Applicability.

The following streets are considered Avenues:

- Main Street
- West Temple
- Haven/Truman Avenue, from 400 W to West Temple

Table 2.5 (1).

Requirements.		
<b>Vehicular Zone</b>		
<b>Travel Lanes</b>		2
<b>Center Lane</b>	<b>Median Turn</b>	Varies
<b>Transit</b>		None or Streetcar
<b>Parking Lanes</b>		On-street on each side of corridor
<b>Bicycle</b>		Designated
<b>Pedestrian Zone</b>		
<b>Walkways</b>		Sidewalk on each side of corridor
<b>Street Buffer</b>		2
<b>Trees</b>		Grate or Park Strip; varies
<b>Furnishings</b>		Bollards, Bike Racks, Seating, Lighting
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

#### Notes:

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



Figure 2.5 (1). Typical Cross Section Avenue / West Temple

# 2.0 STREET TYPES

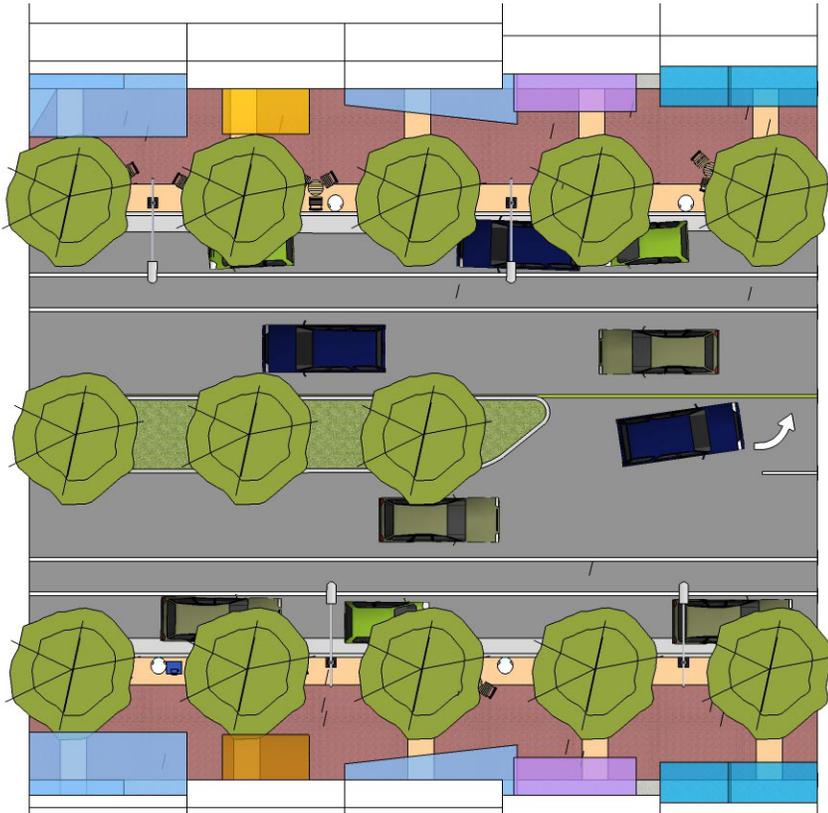


Figure 2.5 (2). Typical Avenue Plan.

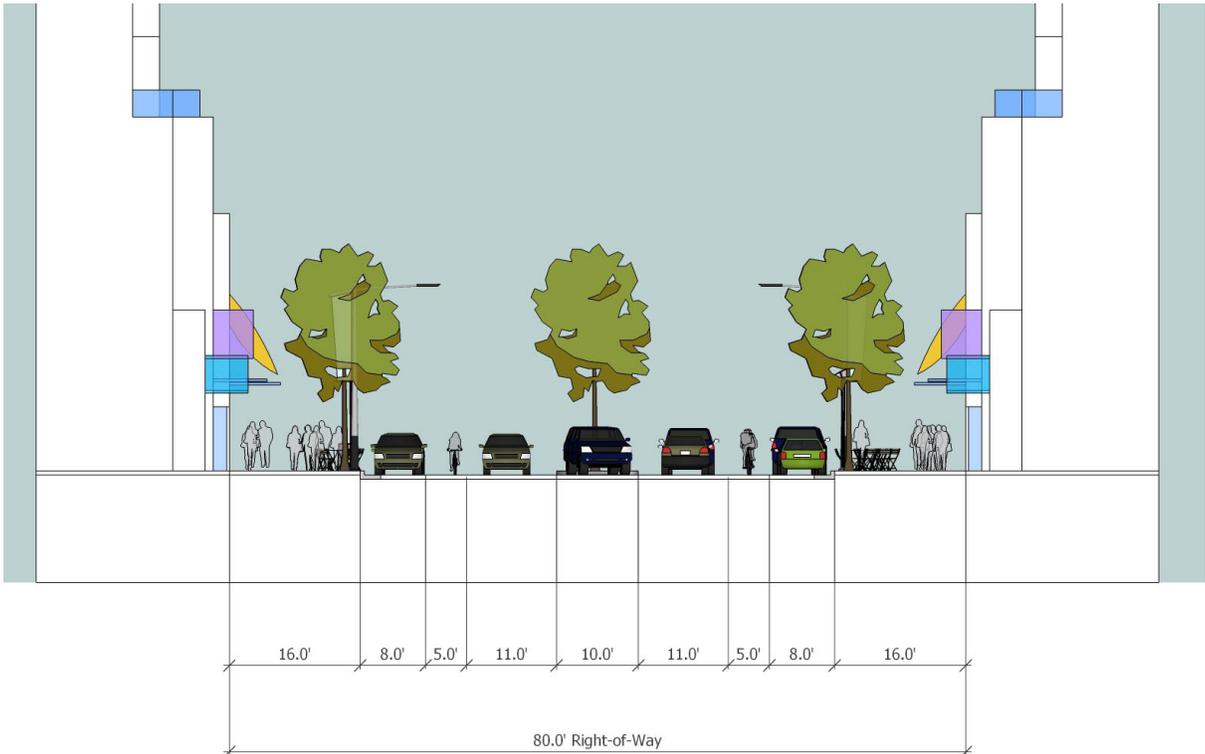


Figure 2.5 (3). Typical Avenue Cross Section.

# 2.0 STREET TYPES

## 2.6 Connectors.

### 1. Intent.

Connectors are minor collector streets that accommodate all modes of local traffic at moderate speeds.

### 2. General Requirements.

The Connector shall be developed using the standards in Table 2.6 (1).

### 3. Applicability.

The following streets are considered Connectors:

400 West  
Commonwealth Avenue  
Utopia Avenue

Haven Avenue  
Burton Avenue  
Washington

Table 2.6 (1).

Requirements.		
<b>Vehicular Zone</b>		
Travel Lanes		2
Center Lane	Median	None
	Turn	None
Transit		None or Streetcar
Parking Lanes		On-street on each side of corridor
Bicycle		Shared or none
<b>Pedestrian Zone</b>		
Walkways		Sidewalk on each side of corridor
Street Buffer		2
Trees		Grate or Park Strip; varies
Furnishings		Bollards, Bike Racks, Seating, Lighting
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

Notes:

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



Figure 2.6 (1). Typical Cross Section of Connector Street.

# 2.0 STREET TYPES

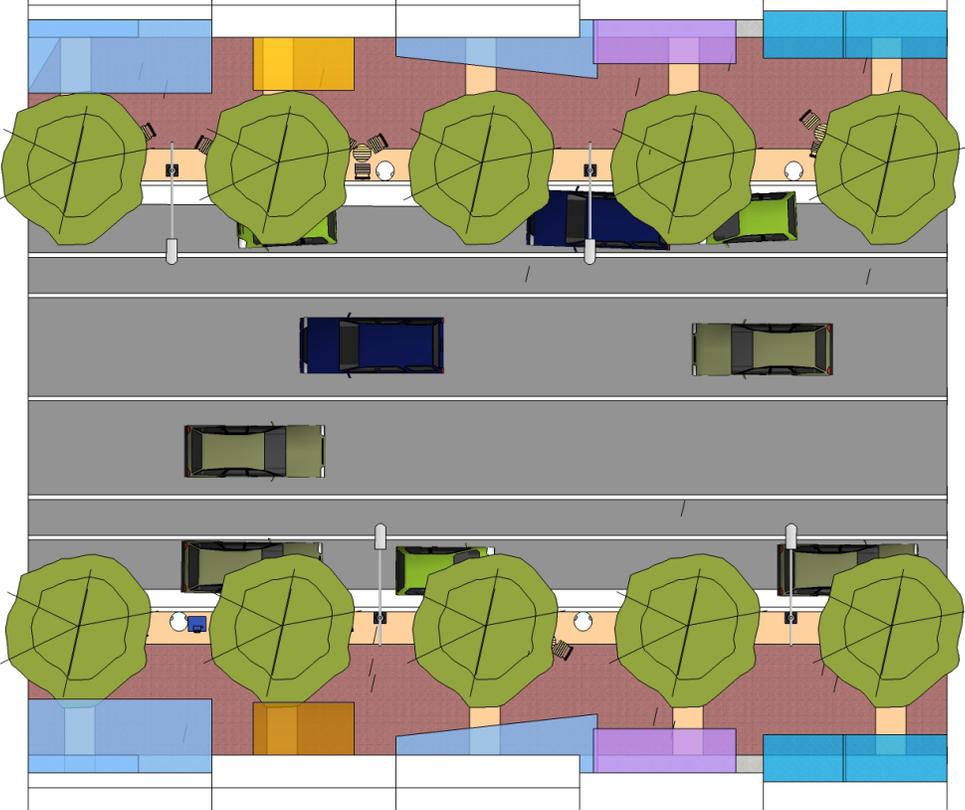


Figure 2.6 (2). Typical Connector Plan.

## 2.0 STREET TYPES

### 2.7 Neighborhood Street.

#### 1. Intent.

The Neighborhood Street is a low capacity street designed for all modes of local traffic at slow speeds. It primarily serves those residences or businesses directly adjacent to it and is often not a through street. Refer to the typical plan and section, Figure 2.7 (1).

#### 2. General Requirements.

The Neighborhood Street shall be developed using the standards in Table 2.7 (1).

#### 3. Applicability.

The following streets are considered Neighborhood Streets:

- Major Street, from 2100 to 2125 S
- Richards Street
- Jefferson Street, from 2100 to 2400 S
- Crossroads Square
- 2400 South

Table 2.7 (1).

Requirements.		
<b>Vehicular Zone</b>		
<b>Travel Lanes</b>		2
<b>Center Lane</b>	<b>Median</b>	None
	<b>Turn</b>	None
<b>Transit</b>		None
<b>Parking Lanes</b>		On-street on each side of corridor
<b>Bicycle</b>		None
<b>Pedestrian Zone</b>		
<b>Walkways</b>		Sidewalk on each side of corridor
<b>Street Buffer</b>		2
<b>Trees</b>		Park Strip
<b>Furnishings</b>		Bollards, Bike Racks, Seating, Lighting; varies
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

#### Notes:

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



Figure 2.7 (1). Typical Cross Section of a Neighborhood Street / Bowers

## 2.0 STREET TYPES

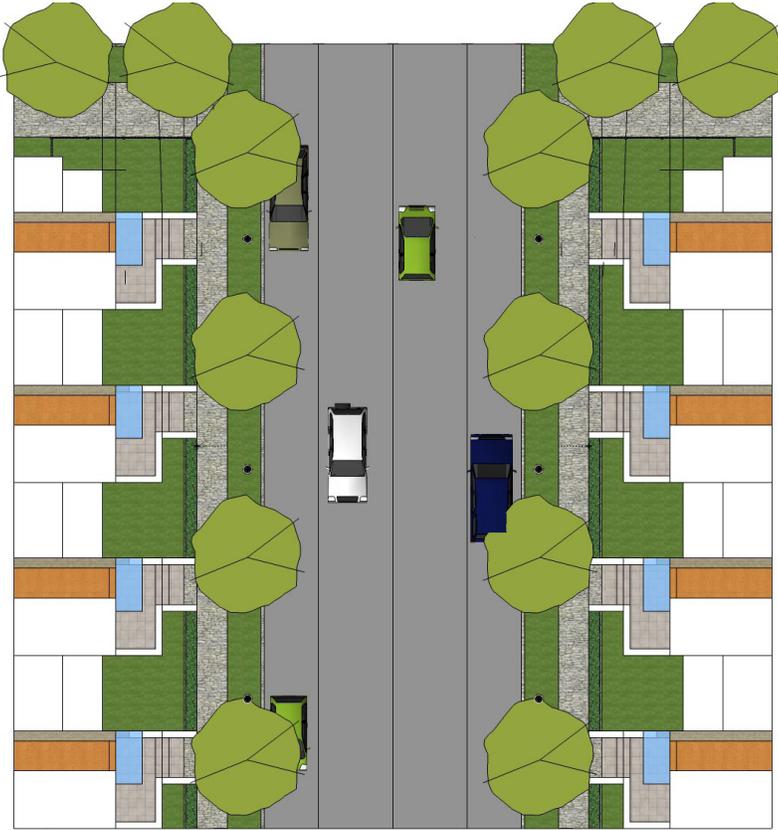


Figure 2.7 (2). Plan of a Neighborhood Street /Bowers

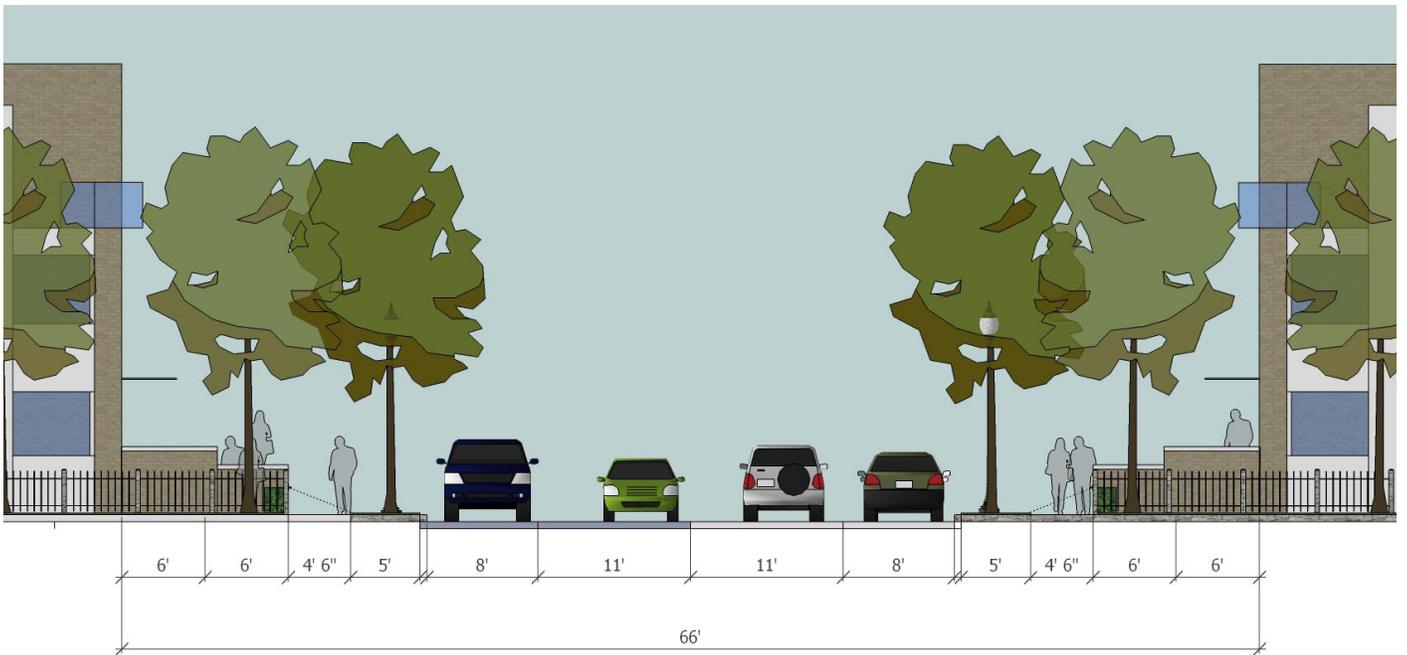


Figure 2.7 (3). Cross Section of a Neighborhood Street /Bowers

# 2.0 STREET TYPES

## 2.8 S-Line Transit Street.

### 1. Intent.

The transit street is a multi-modal street including the streetcar. The streetcar is a UTA-operated transit line connecting from the Central Pointe TRAX station to Sugar House. While based on a light rail design, it is operated as a streetcar, with frequent stops (every 2 blocks), slow speeds (15 mph max) and quiet operations.

Segments of the Streetcar are within a greenway corridor, and do not share the street with automobile uses (see 2.9 S-Line Corridor), while others are shared with a street. These streets are intended to favor the transit rider and pedestrians and should have slow traveling speeds to create a pleasant and safe pedestrian experience. Refer to the typical plan and section, Figure 2.8 (1).

### 2. General Requirements.

The S-Line Transit Street shall be developed using the standards in Table 2.8 (1).

### 3. Applicability.

The following streets are considered S-Line Transit Streets:  
 Central Pointe Place with Streetcar  
 West Temple with Streetcar  
 Utopia with Streetcar

Table 2.8 (1).

Requirements.		
<b>Vehicular Zone</b>		
Travel Lanes		2-4
Center Lane	Median	Varies
	Turn	Varies
Transit		Streetcar
Parking Lanes		On-street on each side of corridor
Bicycle		Designated
<b>Pedestrian Zone</b>		
Walkways		Sidewalk on each side of corridor
Street Buffer		2
Trees		Grate
Furnishings		Bollards, Bike Racks, Seating, Lighting
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

Notes:

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



Figure 2.8 (1). Typical S-Line Transit Street Section / West Temple

# 2.0 STREET TYPES

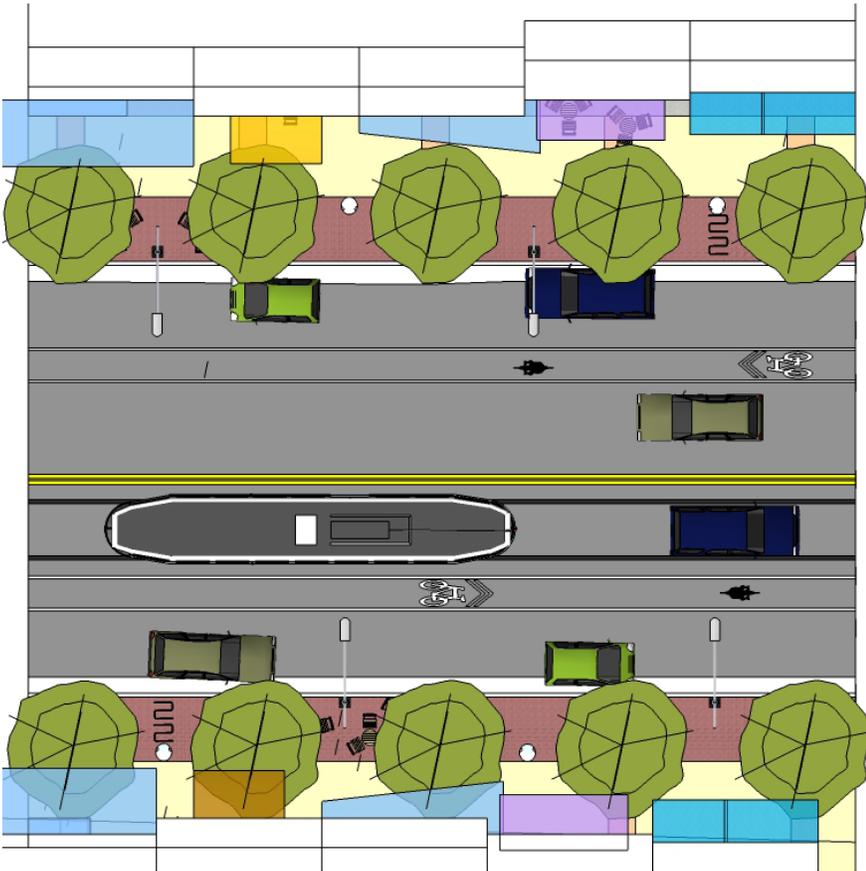


Figure 2.8 (2). Plan of a S-Line Transit Street / West Temple

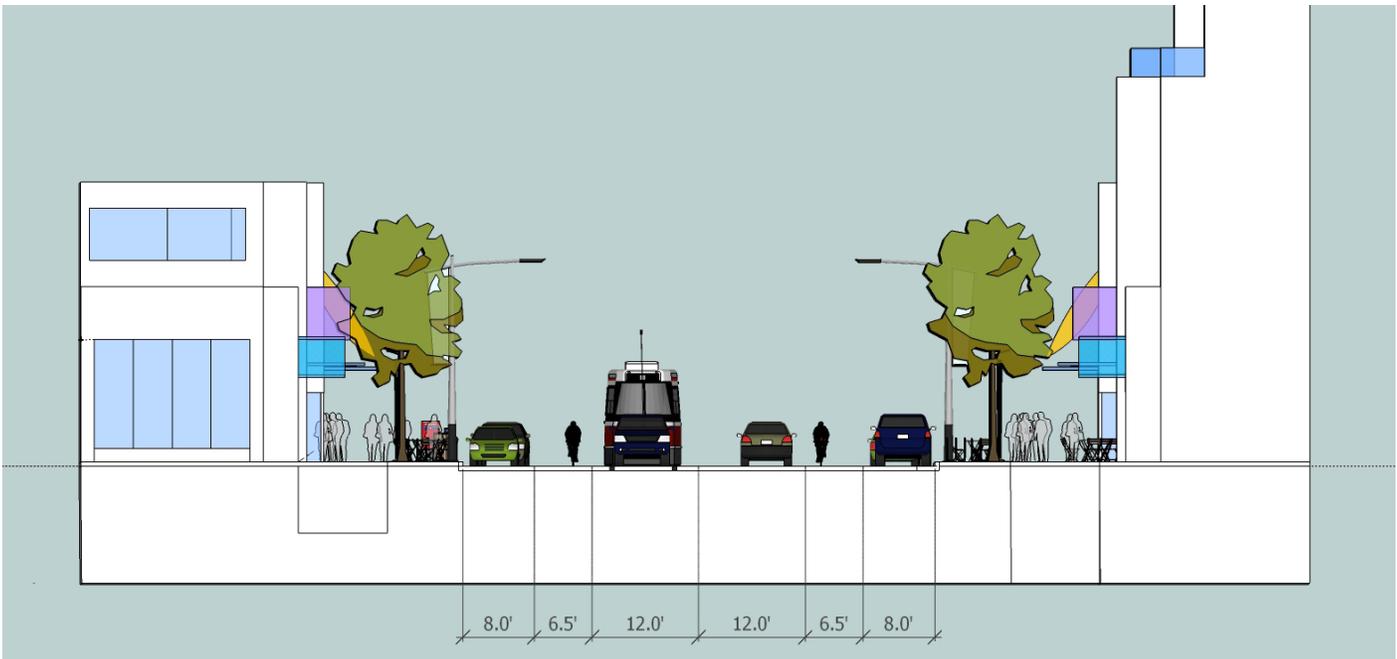


Figure 2.8 (3). Cross Section of a S-Line Transit Street / West Temple

## 2.0 STREET TYPES

### 2.9 Transit Corridor.

#### 1. Intent.

The Transit corridor is a multi-modal corridor without vehicles, for pedestrians and cyclists alongside UTA Streetcar and TRAX lines. The corridor includes the S-Line streetcar and greenway elements. This corridor is a primary recreation and open space resource for the Downtown South Salt Lake Area. East of downtown, it includes Parley's Trail. In the downtown corridor, the trail diverges and the emphasis is on pedestrian and local bike trips.

The streetcar is a UTA-operated transit line connecting from the Central Pointe TRAX station to Sugar House. While based on a light rail design, it is operated as a streetcar, with frequent stops (every 2 blocks), slow speeds (15 mph max) and quiet operations. It is intended to help alleviate commuter congestion in this neighborhood and spur economic development.

The greenway surrounding it includes landscaping, lighting, public art, and plazas; barriers may prevent access onto tracks as needed. The greenway is fully developed in Salt Lake City and developing in segments in South Salt Lake, as development grows up around it. The greenway may be located on UTA ROW or within a private setback.

#### 2. General Requirements.

This Transit Corridor is owned by UTA and the train was funded by the Federal Transit Authority (FTA). All improvements, maintenance and management are governed by their regulations and safety requirements. Improvements to the corridor and access by the public have been made under special agreement between South Salt Lake, Salt Lake City, Salt Lake County and UTA. Improvements adjacent to the corridor and in the setback areas should respect the need to continuously operate the train, protect public safety around trains, and avoid conflict with the overhead catenary system that powers the train. Buildings and improvements close to the corridor may require additional review by the City Engineer or UTA to ensure they are not creating a hazard.

The greenway is a narrow corridor with limitations on what can be planted in some areas due to space, safety and line of site. The intent is to expand the virtual experience of the greenway by adding landscaping and pedestrian circulation within setback areas adjacent to the corridor. In addition, open spaces such as plazas, courtyards and balconies are encouraged to open onto the corridor to add visual interest, take advantage of the views of the greenway, and to put more eyes on the street in this corridor.

#### 3. Applicability.

The following streets are considered Transit Corridors:

Main to 200 W

Andy Avenue from 200 W to 400 W

200 W from 2100-2400 S

Table 2.9 (1).

Transit Corridor Requirements	
<b>Vehicular Realm</b>	
<b>Streetcar Track</b>	One way track 10'. Future Double track additional 10'.
<b>Pavement Width</b>	10' concrete embedded track
<b>Streetcar Buffer</b>	Minimum 5' from edge of embedded track. Accommodates dynamic envelope and sway of train.
<b>Pedestrian Crossing</b>	Mid-block crossings allowed, coordinate with UTA.
<b>Pedestrian and Bike Realm</b>	
<b>Walkways</b>	Minimum 5' path/trail on each side of corridor for Streetcar; Minimum 5' path/trail on one side or corridor for TRAX
<b>Buffer</b>	Minimum 18" clear zone from edge of trail. Minimum setback from corridor required for landscape and local pedestrian circulation-see Building Types.

Notes:

<sup>1</sup>Buffer must include permanent barrier or continuous, impenetrable landscaping.

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

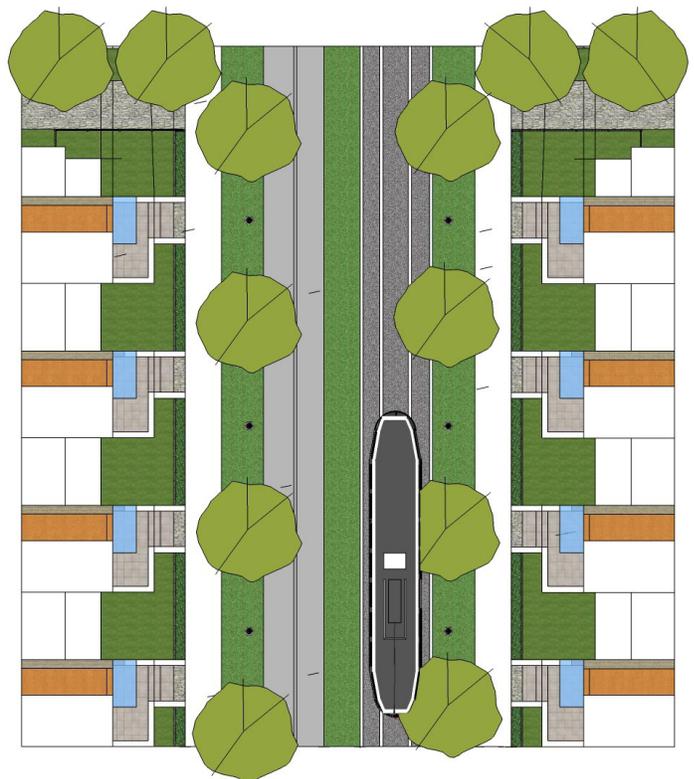


Figure 2.9 (1). Typical S-Line Corridor Plan.

## 2.0 STREET TYPES



Figure 2.9 (3). Typical S-Line Corridor Sections.

## 2.0 STREET TYPES

### 2.10 Festival Street.

#### 1. Intent.

The Festival Street is a key part of the lifestyle of downtown: entertainment, shopping, and socializing. The intent is to utilize streets as a part of the public open space network. Exact features depend on the adjacent uses and proposed events. Temporary features, such as parklets or outdoor dining, may be permitted. Festival Streets should also include movable seating, bollards and movable plant pots to encourage outdoor activities.

Festival Streets are streets that can be closed to be used for events and activities. These streets may be important access or delivery routes during the day, but the surrounding blocks are designed to adjust to temporary closures for a few hours or a few days. They are complete streets that accommodate all modes of local traffic and a wide variety of pedestrian-oriented activities while closed. Festival streets should have a seamless connection between the vehicular and pedestrian realm.

#### 2. General Requirements.

The entire street from building façade to building façade should be able to be converted to a plaza. The vehicular realm will be designed and improved by the city. The pedestrian realm will be design and improved by the property owners, in coordination with the city. The Festival Street shall be developed using the standards in Table 2.10 (1). These designs are intended as guidelines. Exact cross-sections are subject to city review and approval. Select streets are drawn in detail in this chapter for clarification purposes only. Specific accommodations will need to be made upon proposal. Refer to the typical plan and section, Figure 2.10 (1).

#### 3. Applicability.

The following streets are possible Festival Streets:

- Jefferson Street, from 2100 to 2250 South
- Richards Street
- Commonwealth
- Senior Way

Table 2.10 (1).

Requirements.		
<b>Vehicular Zone</b>		
<b>Travel Lanes</b>		2
<b>Center Lane</b>	<b>Median</b>	None
	<b>Turn</b>	None
<b>Transit</b>		None
<b>Parking Lanes</b>		On-street on each side of corridor
<b>Bicycle</b>		Shared
<b>Pedestrian Zone</b>		
<b>Walkways</b>		Sidewalk on each side of corridor
<b>Street Buffer</b>		2
<b>Trees</b>		Grate
<b>Furnishings</b>		Bollards, Bike Racks, Seating, Lighting
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

Notes:

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



Figure 2.10 (1). Typical Festival Street Cross Section / Jefferson

## 2.0 STREET TYPES



Figure 2.10 (2). Festival Street Plan / Jefferson



Figure 2.10 (3). Festival Street Example

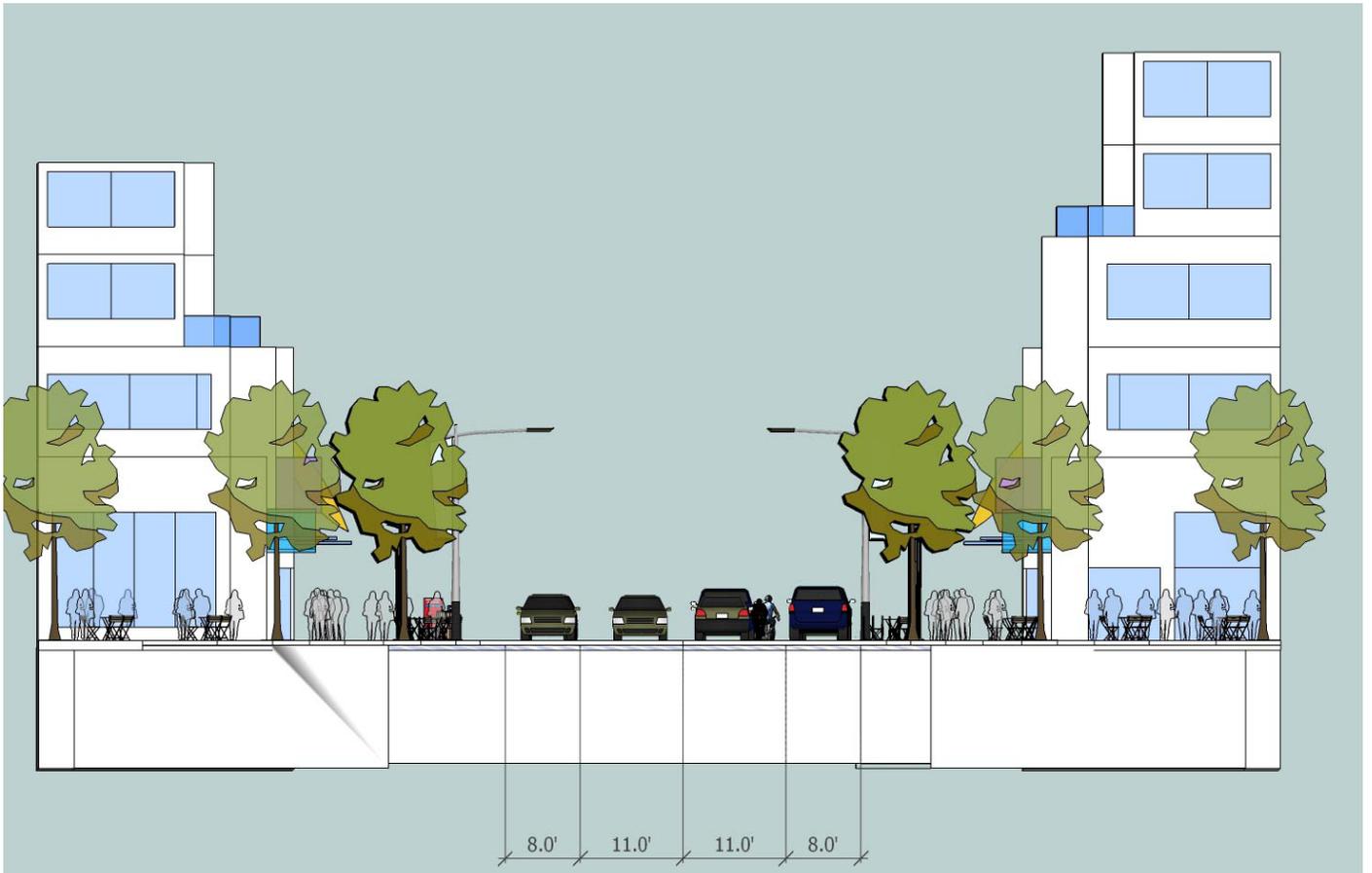


Figure 2.10 (4). Festival Street Cross Section / Jefferson

## 2.0 STREET TYPES

### 2.11 Lane.

#### 1. Intent.

A Lane is a very low capacity Street Type that serves only those properties directly adjacent to it. Lanes can have a shared lane for the pedestrian and vehicle realm, given the low capacity and slow speed. Refer to the typical plan and section, Figure 2.11 (1).

#### 2. General Requirements.

The Lane shall be developed using the standards in Table 2.11 (1).

#### 3. Applicability.

There are no streets currently designated as Lanes.

Table 2.11 (1).

Requirements.		
<b>Vehicular Zone</b>		
<b>Travel Lanes</b>		1-2
<b>Center Lane</b>	<b>Median</b>	None
	<b>Turn</b>	None
<b>Transit</b>		None
<b>Parking Lanes</b>		None
<b>Bicycle</b>		None
<b>Pedestrian Zone</b>		
<b>Walkways</b>		Sidewalk on each side of corridor or shared
<b>Street Buffer</b>		None
<b>Trees</b>		Grate
<b>Furnishings</b>		Bollards, Lighting
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

Notes:

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



Figure 2.11 (1). Typical Lane Cross Section.

## 2.0 STREET TYPES

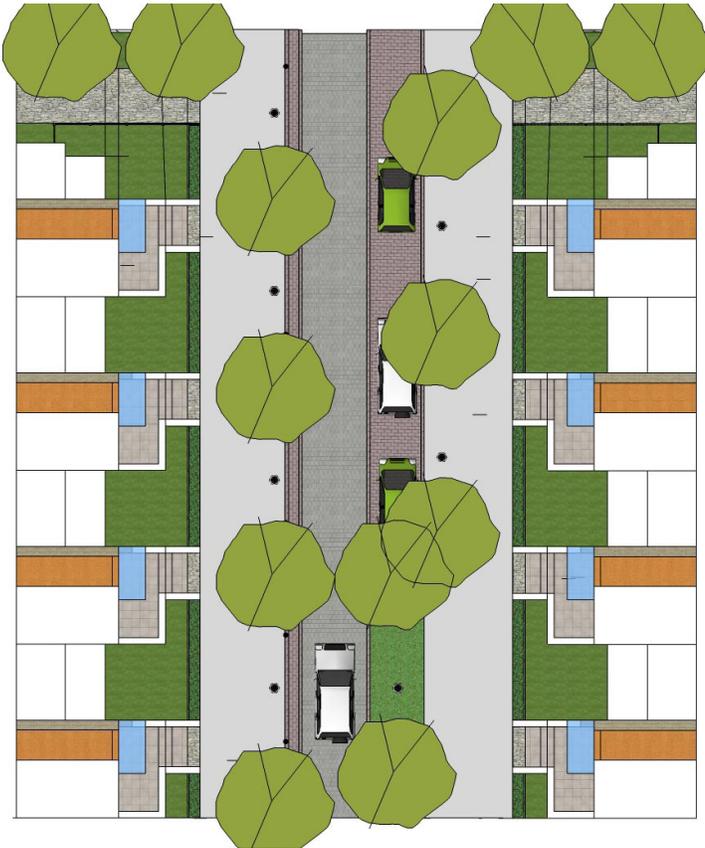


Figure 2.11 (2). Lane Plan



Figure 2.11 (3). Lane Example



Figure 2.11 (4). Lane Cross Section

## 2.0 STREET TYPES

### 2.12 Alley.

#### 1. Intent.

Alleys are secondary streets that provide access to parking, loading areas and service areas for refuse, deliveries and utilities at the rear of lots. Alleys minimize driveway interruptions to improve safety and walkability. Alleys support a more beautiful and consistent primary building frontage and streetscape on the major street.

These designs are intended as guidelines. Exact cross-sections are subject to city review and approval. Select streets are drawn in detail in this chapter for clarification purposes only. Exact features vary by location, purpose and adjacent uses. Refer to the typical plan and section, Figure 2.12 (1).

#### 2. General Requirements.

The Alley shall be developed using the standards in Table 2.12 (1).

#### 3. Applicability.

The following streets are proposed as Alley Streets:

- Commonwealth
- Panama

Table 2.12 (1).

Requirements.		
<b>Vehicular Zone</b>		
<b>Travel Lanes</b>		1-2
<b>Center Lane</b>	<b>Median Turn</b>	None
<b>Transit</b>		None
<b>Parking Lanes</b>		None
<b>Bicycle</b>		None
<b>Pedestrian Zone</b>		
<b>Walkways</b>		None
<b>Street Buffer</b>		None
<b>Trees</b>		None
<b>Furnishings</b>		Lighting
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

Notes:

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

Figure 2.12 (1). Typical Alley Cross Section.

# 2.0 STREET TYPES

## 2.0 STREET TYPES

### 2.13 Parking Access.

#### 1. Intent.

Parking Accesses provide to access to parking structures and parking lots. They are often mid-block and between buildings. The intent is to create a safe, clean, attractive route for vehicles and pedestrians. Parking accesses should be designed to enhance and support the adjacent building and block. They should support streetscape elements that soften the appearance of parking structures or lots. In cases where these routes are between buildings, vertical landscaping (trellis) can be a substitute for trees. Parking accesses may be either public or private.

#### 2. General Requirements.

The Parking Access shall be developed using the standards in Table 2.13 (1).

#### 3. Applicability.

The streets to be considered parking accesses are yet to be determined.

Table 2.13 (1).

Requirements.		
<b>Vehicular Zone</b>		
Travel Lanes		2
Center Lane	Median	None
	Turn	None
Transit		None
Parking Lanes		None
Bicycle		None
<b>Pedestrian Zone</b>		
Walkways		Sidewalk on one side of access
Street Buffer		None
Trees		Grate
Furnishings		Bollards, Lighting
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

#### Notes:

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

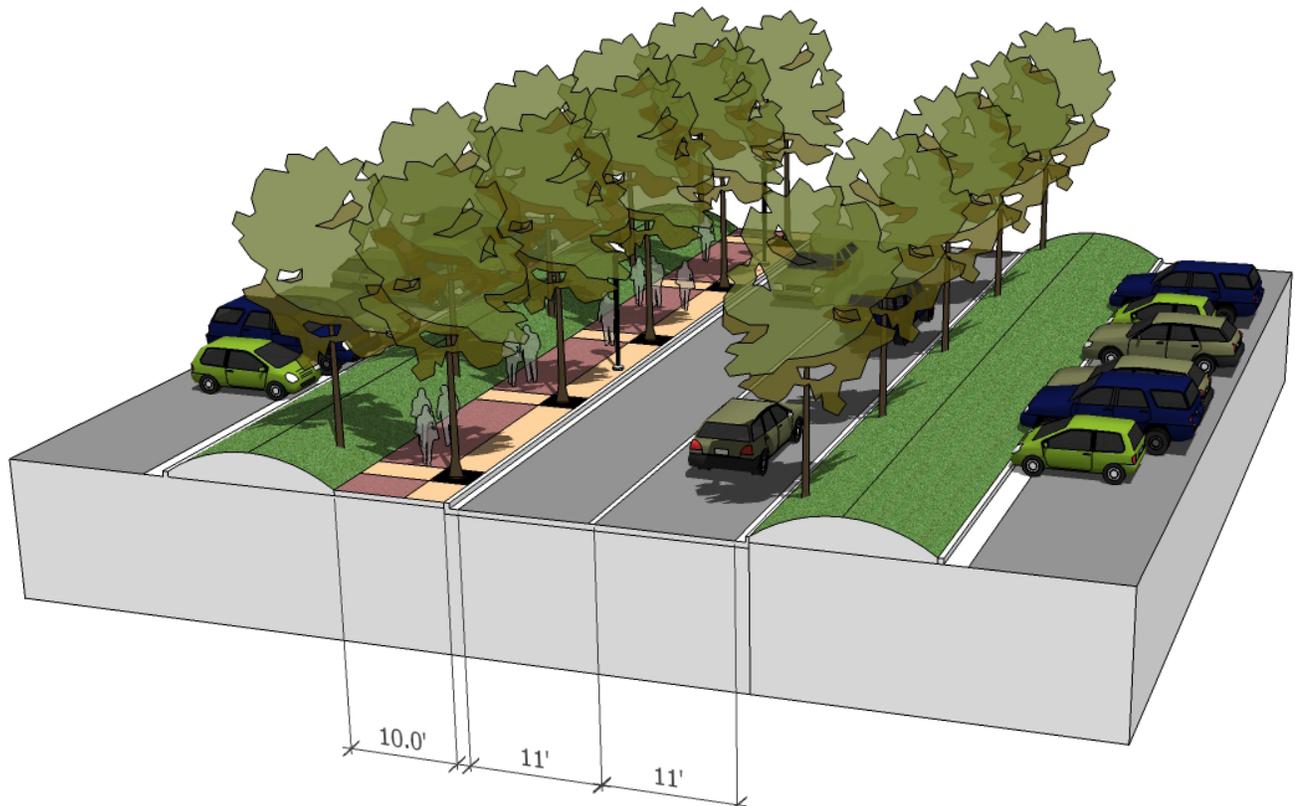


Figure 2.13 (1). Typical Parking Access Cross Section.

# 2.0 STREET TYPES

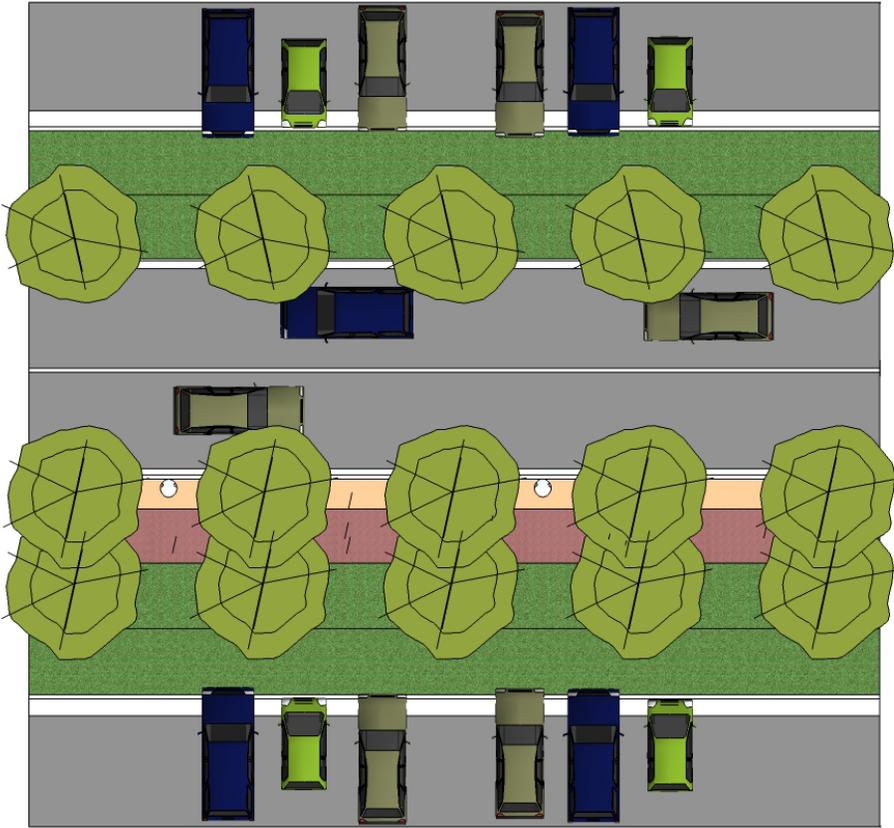


Figure 2.13 (2). Parking Connector Plan

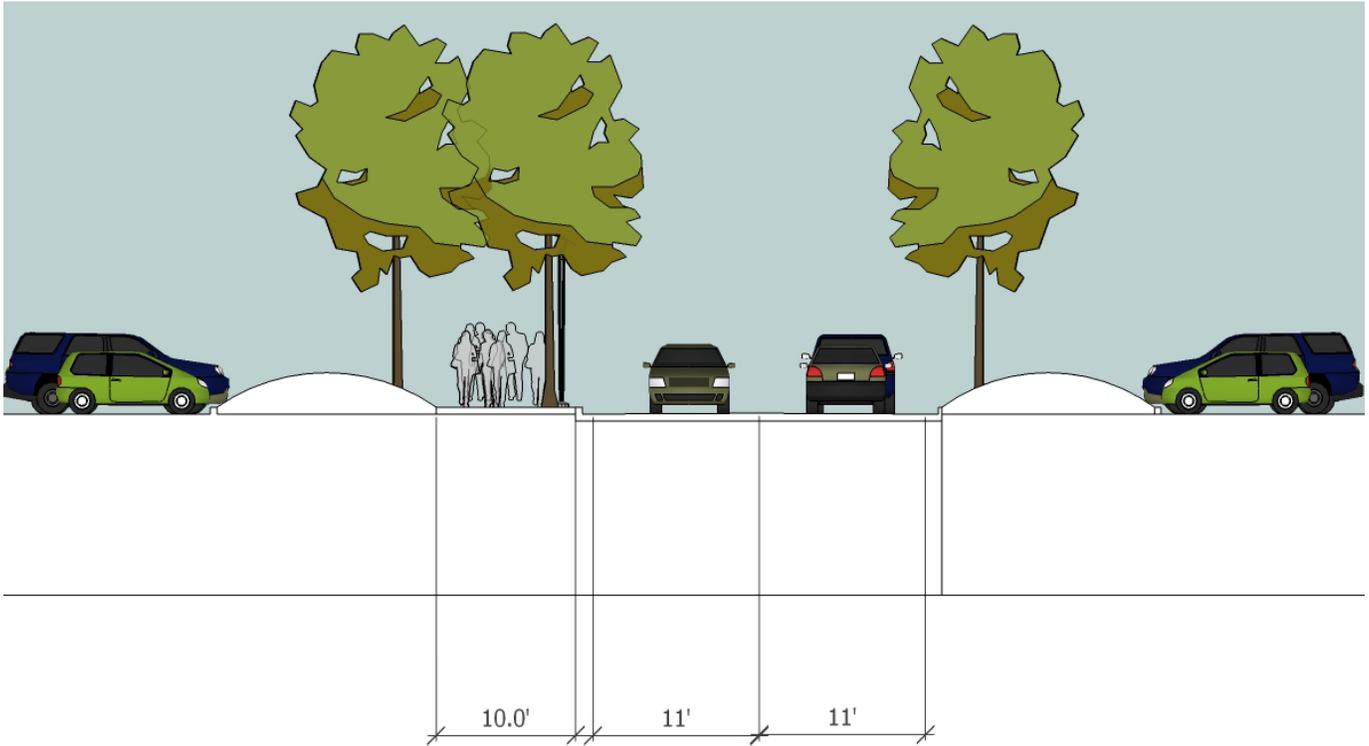


Figure 2.13 (3). Parking Connector Cross Section

# 2.0 STREET TYPES

## 2.14 Parking Grid.

### 1. Intent.

Parking Grid streets are routes within parking lots that facilitate future redevelopment of the site into building pads. These corridors are reserved for future utilities and roads. They are typically included in large surface parking lots where streets have been vacated or future streets are proposed. They have logical connections to existing or proposed streets beyond the project site. They should also facilitate easy and safe pedestrian and bike travel through the parking lot with dedicated walkways, crosswalks and traffic calming measures. Parking grid streets may be either public or private. Exact features vary by location, purpose and adjacent uses.

The short term intent is to continue the street grid and with continuous, easy, and frequent access while ensuring a safe, attractive route for vehicles and pedestrians. The long term intent is to support conversion into a connected street grid should the surface parking lot be redeveloped into a more intense use.

### 2. General Requirements.

The Parking Grid shall be developed using the standards in Table 2.14 (1). The Land Use Authority may modify these standards where full compliance is impossible due to existing site conditions. Select streets are drawn in detail in this chapter for clarification purposes only. Refer to the typical plan and section, Figure 2.14 (1).

### 3. Applicability.

Parking grid streets should be designed to enhance and support the adjacent building. They should include streetscape elements that soften the appearance of the parking lots.

The following streets are proposed as Alley Streets:

Major street between 2150 S and 2250 S

Wentwoth between Main and State

Table 2.14 (1).

Requirements.		
<b>Vehicular Zone</b>		
<b>Travel Lanes</b>		2
<b>Center Lane</b>	<b>Median Turn</b>	None
<b>Transit</b>		None
<b>Parking Lanes</b>		None
<b>Bicycle</b>		None
<b>Pedestrian Zone</b>		
<b>Walkways</b>		Sidewalk on one side of route
<b>Street Buffer</b>		None
<b>Trees</b>		Park Strip
<b>Furnishings</b>		Bollards, Lighting
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

Notes:

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



Figure 2.14 (1). Typical Parking Grid Cross Section.

## 2.0 STREET TYPES

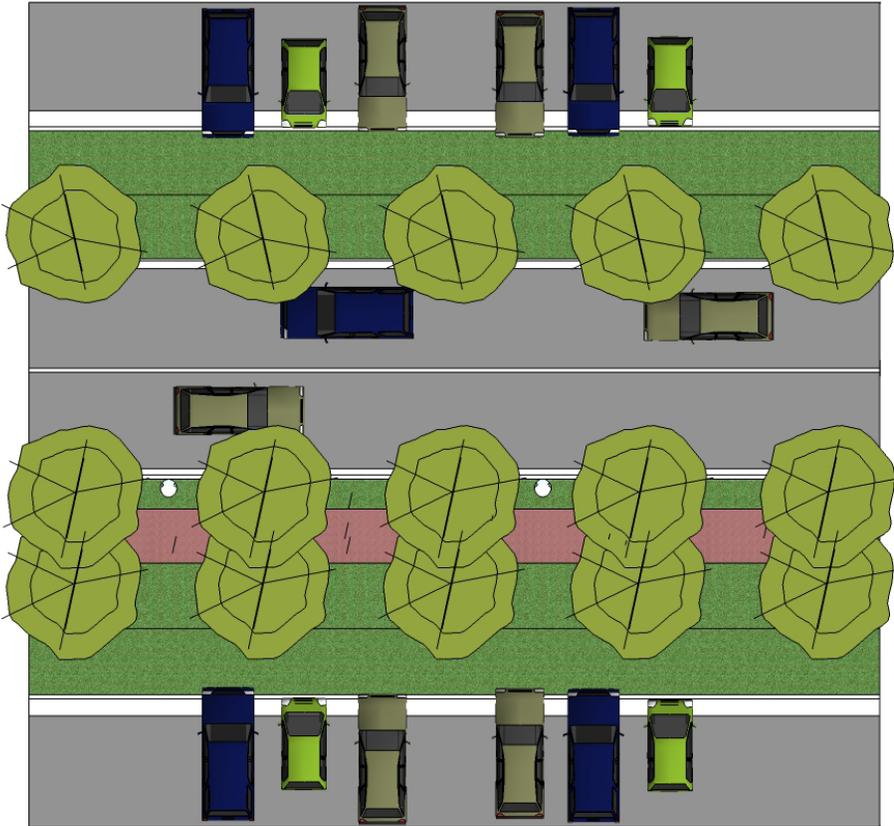


Figure 2.14 (2). Parking Grid Plan

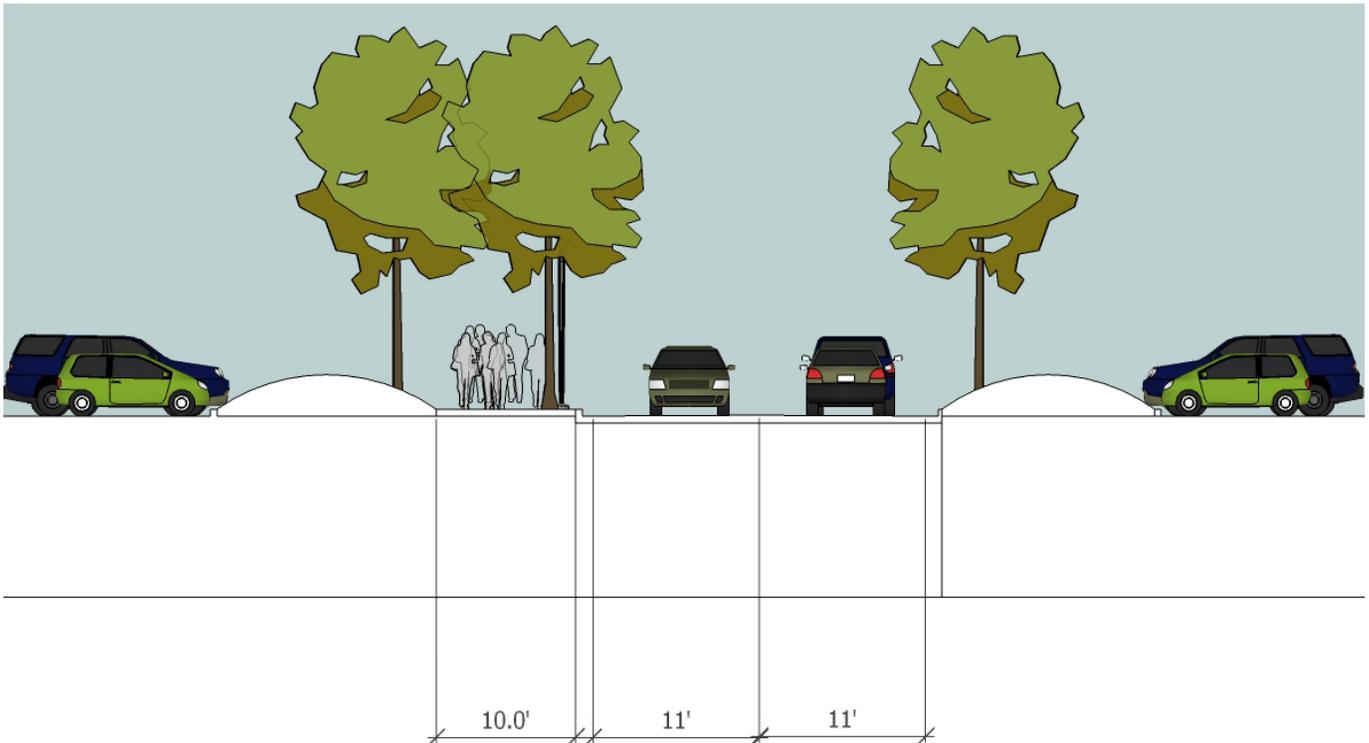


Figure 2.14 (3). Parking Grid Cross Section

## 2.0 STREET TYPES

### 2.15 Paseo.

#### 1. Intent.

Paseos are corridors for pedestrian traffic only. They are often mid-block and between buildings, connecting between streets and often including public plazas or open spaces. Service or security vehicles may be accommodated.

The intent is to increase the street grid and connectivity for pedestrians while creating welcoming public spaces. These pedestrian-scaled spaces may include seating, shop fronts and entries, landscaping, and lighting.

#### 2. General Requirements.

The Paseo shall be developed using the standards in Table 2.15 (1).

#### 3. Applicability.

The streets to be considered Paseos are yet to be determined.

Table 2.15 (1).

Requirements.		
<b>Vehicular Zone</b>		
<b>Travel Lanes</b>		None
<b>Center Lane</b>	<b>Median</b>	None
	<b>Turn</b>	None
<b>Transit</b>		None
<b>Parking Lanes</b>		None
<b>Bicycle</b>		None
<b>Pedestrian Zone</b>		
<b>Walkways</b>		The Paseo is a pedestrian-only corridor
<b>Street Buffer</b>		None
<b>Trees</b>		Grate
<b>Furnishings</b>		Bollards, Bike Racks, Seating, Lighting
<b>Engineering</b>		
*See Table 2.16 (1) for details on Engineering		

Notes:

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

Figure 2.15 (1). Typical Paseo Cross Section.

# 2.0 STREET TYPES

## 2.0 STREET TYPES

### STREETS MATRIX

Section	Street Type	Name	Engineering				
			Width		Design Vehicle <sup>2</sup>	Design Speed	Posted Speed
Corridor <sup>1</sup>	Paved						
2.4	<i>Boulevard<sup>4</sup>:</i>	State Street	132	89	WB-67	40	35
		300 West	108	65	WB-67	35	30
		2100 South	108	65	WB-67	35	30
2.5	<i>Avenue:</i>	Main Street with Streetcar <sup>6</sup>	90	60	SU-40	35	30
		West Temple	90	60	WB-67	35	30
		Haven/Truman	90	60	SU-40	30	25
2.6	<i>Connector:</i>	400 West	79	49	SU-40	30	25
		Commonwealth	79	49	SU-40	30	25
		Utopia with Streetcar	79	49	SU-30	30	25
		Haven	79	49	SU-40	30	25
		Burton	79	49	SU-40	30	25
		Washington <sup>5</sup>	79	49	SU-40	30	25
2.7	<i>Neighborhood:</i>	Major	83	39	SU-30	25	25
		Richards	83	39	SU-40	25	25
		Jefferson <sup>5</sup>	83	39	SU-40	25	25
		Crossroads Square	83	39	SU-40	25	25
		2400 South <sup>6</sup>	83	39	SU-40	25	25
2.8	<i>S-Line Transit :</i>	Central Pointe Place	104	66	SU-40	30	25
		West Temple with Streetcar	104	54	SU-40	35	30
2.9	<i>Transit Corridor:</i>	West Temple to 200 West	53	22	Train	NA	NA
		Andy Ave TRAX Greenway	53	22	Train	NA	NA
2.10	<i>Festival Street:</i>	Various	88	38	SU-30	15	15
2.11	<i>Lane:</i>	Various	32	20	SU-30, Ped	5	5
2.12	<i>Alley:</i>	Commonwealth Alley	24	20	SU-30	5	5
		Panama	24	20	SU-30	5	5
2.13	<i>Parking Access:</i>	Various	34	23	P	5	5
2.14	<i>Parking Grid:</i>	Various	32	22	P	5	5
2.15	<i>Paseo:</i>	Various	20	0	Ped	0	0

Notes:

<sup>1</sup> Corridor width is building face to building face. Paved width includes travel lanes and 30" curb and gutter.

<sup>2</sup> Design Vehicle+ AASHTO standard (WB 67=Semitruck, SU-40=delivery, SU-30 = small delivery, P=Passenger)

<sup>3</sup> Furnishings: B=Bollards, BR=Bike Racks, S=Seating, L=Lighting, F=Fence/barrier

<sup>4</sup> Boulevards are subject to access management improvements, including driveway consolidation.

<sup>5</sup> New street names are proposed with same name as existing streets at same address.

<sup>6</sup> The I-80/State Street interchange upgrade may impact future design of 2400 South and Main St.

<sup>7</sup> Several existing streets are proposed to be vacated when adjacent properties redevelop (Bowers, Senior, Wentworth, 2260 S.). These streets need to be designed if they are to remain.

Table 2.16 (1).

## 2.0 STREET TYPES

Vehicle Zone						Pedestrian Zone			
Travel	Median	Turn	Transit	Parking	Bike	Walkways	Street Buffer	Trees	Furnishings <sup>3</sup>
6	1	0	Express Bus	0	0	2	2	Park Strip	B, BR, S, L
4	0	1	none	0	Designated	2	2	Park Strip	BR, L
4	0	1	Bus Stop	0	0	2	2	Park Strip	B, S, L
2	0	1	none	2	Designated	2	2	Grate	B, BR, S, L
2	1	0	Streetcar	2	Designated	2	2	Grate	B, BR, S, L
2	0	1	none	2	Parley's	2	2	Park Strip	B, BR, S, L
2	0	0	none	2	Shared	2	2	Grate	B, BR, S, L
2	0	0	none	2	Shared	2	2	Grate	B, BR, S, L
2	0	0	Streetcar	2	0	2	2	Grate	B, BR, S, L
2	0	0	none	2	0	2	2	Park Strip	B, BR, S, L
2	0	0	none	2	0	2	2	Park Strip	B, BR, S, L
2	0	0	none	2	0	2	2	Park Strip	B, BR, S, L
2	0	0	none	0	0	2	2	Park Strip	L
2	0	0	none	2	0	2	2	Park Strip	BR, L
2	0	0	none	2	0	2	2	Park Strip	B, BR, S, L
2	0	0	none	2	0	2	2	Park Strip	BR, L
2	0	0	none	2	0	2	2	Park Strip	L
4	1	1	Streetcar	2	Designated	2	2	Grate	B, BR, S, L
2	0	0	Streetcar	2	Designated	2	2	Grate	B, BR, S, L
0	0	0	Streetcar/TRAX	0	Designated	1	1	Park Strip	L, F
0	0	0	Streetcar/TRAX	0	Parley's	1	1	Park Strip	L, F
2	0	0	none	2	Shared	2	2	Grate	B, BR, S, L
2	0	0	none	0	0	0-2	0	Grate	B, L
1-2	0	0	none	0	0	0	0	none	L
1-2	0	0	none	0	0	0	0	none	L
2	0	0	none	0	0	1	0	Grate	B, L
2	0	0	none	0	0	1	0	Park Strip	B, L
0	0	0	none	0	0	1	0	Grate	B, BR, S, L



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# 3.0 SUBDISTRICTS

## 3.1 Introduction.

The following subdistricts are hereby created to regulate the location of distinct mixes of building forms and uses permitted within Downtown South Salt Lake.

The subdistricts are organized into four categories. Each subdistrict consists of a series of uses and building types at different heights.

### 1. Station.

This subdistrict supports transit-oriented economic development in downtown by focusing on uses that are most closely tied to transit – housing and jobs. The Station subdistrict makes the most of the significant investment in this infrastructure at the two stations in Downtown South Salt Lake – Central Pointe and South Salt Lake City Center. Transit makes these projects more affordable and sustainable while boosting transit ridership and reducing congestion. It also optimizes an opportunity found nowhere else in the valley – the convergence of streetcar and all three TRAX lines.

These areas are regionally important for economic development. They should attract new employers, businesses and residents. Design of buildings adjacent to transit stations is critical for creating 24-7 activity. These buildings should have active retail storefronts on the main floor, and a good mix of housing and office space. These areas need to emphasize walking, bike and transit use while placing second priority on automobile circulation. Final-mile solutions to help people get to transit and feel comfortable using it are important. Refer to the Downtown Station Area Master Plan.



Figure 3.1 (1) Mixed Use District precedent.



Figure 3.1 (2) Retail Destination precedent.

### 2. Greenway.

This subdistrict surrounds the S-Line corridor and proposed green space adjacent to it. This is the social, civic and green heart of downtown. This corridor makes a clear connection between the transit stations and to the residential neighborhoods to the east and to Sugar House another mile beyond. Land should be acquired to allow development of a linear park and greenway through this district. Additional green spaces, such as parks, plazas, civic places and outdoor performance space should be clustered on the greenway. Parley’s Trail is part of the corridor where possible. Precedents for this space include New York’s High Line, Atlanta’s Beltline and San Antonio’s Riverwalk.

The greenway will be the attraction for businesses, an amenity for residents and a destination for visitors. Buildings and public spaces and outdoor spaces should front onto this green corridor. Pedestrians and bikes are emphasized over the car. This spine will also be the shopping, dining and nightlife destination for the neighborhood. Land uses adjacent to this corridor should articulate public space and community life. Ground floor uses should activate the space.

### 3. Mixed-Use.

This subdistrict emphasizes the conversion to a diverse, mixed-use neighborhood supporting a high density of jobs, housing and people. Uses may be mixed vertically or horizontally.

This subdistrict takes advantage of major arterial frontage to make a strong first impression, while focusing attention to the interior of the neighborhood. Major gateways, iconic signs and strong architecture draw attention to the downtown and point people into the neighborhood.

### 3. Retail Destination.

This subdistrict preserves existing destination retailers and supports additional shopping that serves a city-wide need. This makes the most of the location, visibility and access to attract businesses and shoppers. Large-format stores complement smaller, local businesses that occupy mixed use buildings and older, reused buildings to create a complete shopping destination.

These areas have easy access from two highways and two major arterials that are shopping destinations. Local road access needs improvement in some cases. Surface parking lots are used today, but



Figure 3.1 (3) Greenway precedent.

## 3.0 SUBDISTRICTS

in the future, parking structures should be added to maximize land values. Circulation within parking is designed as a complete street to allow future conversion to a street grid. Community amenities in this subdistrict include retail plazas, landscaping, shopping and special event space.

### 3.2 Zoning Map.

#### 1. Mapped Districts.

The areas and boundaries of the subdistricts listed in 3.1 above are established as shown on the map entitled “Subdistricts”.

#### 3.3 Catalysts.

A number of catalytic projects and programs are being developed to build on the assets and unique qualities of this neighborhood. These projects may span one or more subdistricts. Their needs may establish priorities or requirements in the surrounding blocks.

- (1) Destination Downtown. Downtown should have a mix of buildings, uses and places that create a lively and walkable neighborhood. “Third places” where people go outside their work or home are a critical ingredient for success.
- (2) Innovation Cluster. An “innovation district” is an area where leading-edge anchor institutions and companies cluster and connect with start-ups, business incubators and accelerators.” There is a

regional need and Downtown South Salt Lake is an ideal location.

- (3) Creative and Cultural Hub. The “Commonwealth District” has been used to brand this neighborhood as a place that artists, designers, inventors, culinary and creative industries call home. Catalytic projects and events are being planned to establish this as a place to enjoy and participate in the arts and creative activities.
- (4) Retail Destination. Downtown should become a destination for all types of shopping trips by mixing different sizes and formats of shopping, while encouraging local, independent and unique businesses.
- (5) New Ideas in Old Buildings. There will be a long transition to a fully urban character. Adaptive reuse, transitional strategies, and creative redevelopment are permitted to help energize blighted properties, support small business and foster redevelopment.
- (6) Regional Transit Hub. Central Pointe station needs major improvements to be highly functional and to support transit-oriented development. A new station area plan and investments, coupled with transit-oriented development are priorities.
- (7) State Street Revitalization. State Street should be renewed as the historic main street between the communities of the Salt Lake Valley. Recommendations from the “Life on State” project should guide new land uses and transportation decisions that make State Street a true gateway to the city and a more attractive, livable place.

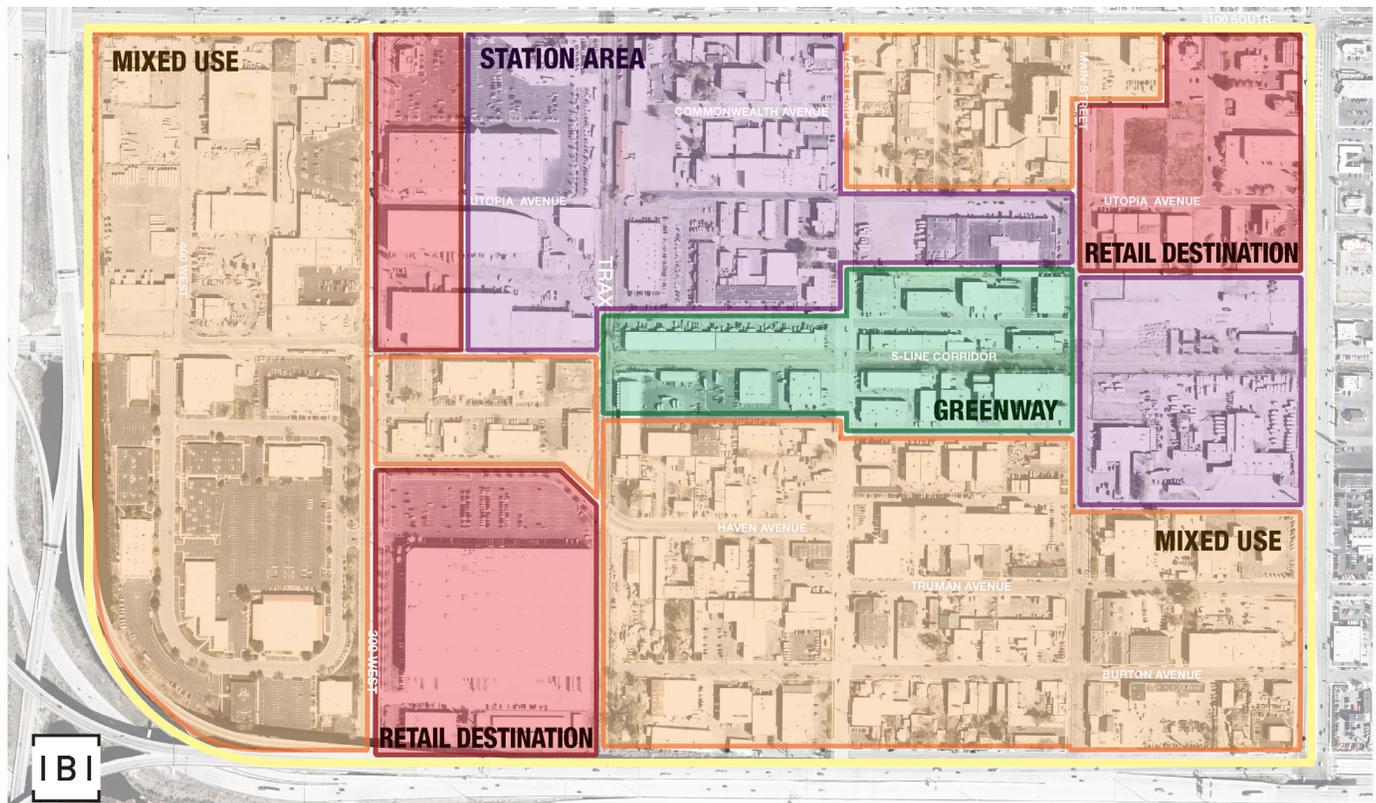


Figure 3.2 (1). Subdistricts Map.

# 4.0 USES

## 4.1 Introduction.

### 1. Intent.

The following provisions apply to the uses outlined in this section.

- (1) A lot may contain more than one use.
- (2) Each of the uses may function as either a principal use or accessory use on a lot, unless otherwise specified.
- (3) Uses are either permitted by-right in a subdistrict, permitted by-right with specific development or design parameters, or require a Conditional Use Permit in order to be developed.
- (4) Each use shall be located within a permitted Building Type (Refer to 5.0 Building Types), unless otherwise specified.
- (5) Each use may have both indoor and outdoor facilities, unless otherwise specified.

### 2. Organization.

The uses are grouped into general categories, which may contain lists of additional uses or clusters of uses.

- (1) Unlisted Similar Use. If a use is not listed but is similar in nature and impact to a use permitted within a zoning district, the Land Use Authority may interpret the use as permitted.
  - (a) The unlisted use will be subject to any development standards applicable to the similar permitted use.
  - (b) If the unlisted use is similar in nature and impact to a use requiring a Conditional Use Permit, the Land Use Authority may interpret the use as also requiring a Conditional Use Permit.
- (2) Unlisted Dissimilar Use. If a use is not listed and cannot be interpreted as similar in nature and impact to a use within a land use that is either permitted or requires a Conditional Use Permit, the use is not permitted and may only be approved through an amendment of this code.

### 3. Use Table.

Table 4.1 (1). Uses by Subdistrict outlines the permitted uses in each land use subdistrict. Each use is given one of the following designations for each zoning subdistrict in which that use is permitted.

- (1) Permitted (“P”). These uses are permitted by-right in the districts in which they are listed.
- (2) Requires a Conditional Use Permit (“C”). These uses require administrative review and approval in order to occur in the districts in which they are listed and must follow any applicable development standards associated with the use as well as meet the requirements of the Conditional Use.
- (3) Listed uses that are not permitted in the subdistrict are indicated by a blank space.

### 4. Building Types.

The uses permitted within the subdistrict may be further limited by the building types permitted. Refer to 5.0 Building Types.

Table 4.1 (1). Uses by Subdistrict.

Uses	Station District			
	Greenway	Mixed-Use	Retail Destination	
<b>Residential &amp; Lodging</b>				
Residential (Owner Occupied) <sup>1</sup>	P	P	P	P
Residential (Rental) <sup>2</sup>	C	C	C	C
Hotel & Inn	P	P	P	P
<b>Civic</b>				
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
<b>Retail</b>				
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
<b>Service</b>				
Neighborhood Service	P	P	P	P
Vehicle Service				C
<b>Office &amp; Industrial</b>				
Office/Professional	P	P	P	P
Craftsman Industrial	C <sup>1</sup>	C <sup>1</sup>	C	C
<b>Infrastructure</b>				
Utility & Infrastructure	C	C	C	C
Shared Parking Structure	C	C	C	C
Open Space	P	P	P	P
<b>Accessory Uses</b>				
Home Occupation	*	*	*	*
Parking Lot			P	P
Parking Structure	P	P	P	P
Drive Thru			P	P

**KEY**

\*: See 17.06.130 of South Salt Lake City Municipal Code

<sup>1</sup>: Conditional only in existing buildings

## 4.0 USES

### 4.2 Definition of Uses.

#### 1. Residential and Lodging Uses.

A category of uses that include several residence types.

- (1) Residential. One or more dwelling units located within the principal structure of a lot, in which the units may or may not share a common wall with the adjacent (horizontally or vertically) unit or have individual entrances from the outside. Rental residential developments in the Downtown District may be fewer than 50 units and are subject to Conditional Use Approval. The Land Use Authority may waive certain requirements for buildings that existed prior to the adoption of this code. See Table 4.2 (1).
- (2) Hotel and Inn. An establishment which provides services such as meals, room and board accommodations, and other hospitality services to short-term stay guests.
  - (a) Bed and Breakfasts are permitted.

#### 2. Civic Uses.

A category of uses related to fulfilling the needs of day-to-day community life including assembly, public services, educational facilities, and hospitals.

- (1) Assembly. A facility that has organized services, meetings, or programs to benefit, educate, entertain, or promote discourse amongst the residents of the community in a public or private setting. Assembly includes such uses as a community center, house of worship, and private clubs and lodges.
- (2) Transit Station. A covered passenger boarding and alighting facility with a platform(s), which may include a waiting room, ticket office or machines, restrooms, or concessions.
- (3) Library/Museum. A structure open to the general public housing educational, cultural, artistic, or historic information, resources, and exhibits. May also include food service and a gift shop.
- (4) Post Office. A publicly accessed facility for the selling of supplies and mail related products and the small scale collection and distribution of mail and packages. Large-scale postal sorting and distribution is not permitted.
- (5) Police and Fire. A facility providing public safety and emergency services; training facilities, locker rooms, and limited overnight accommodations may also be included. The facilities shall be housed in a permitted building, but shall have the following additional allowances:
  - (a) Garage doors are permitted on the front facade.
  - (b) Exempt from maximum driveway widths.
- (6) School. An education facility with classrooms and offices that may also include associated indoor facilities such as gymnasium, theater, and food service.
- (7) City Hall.

#### 3. Retail Uses.

A category of uses involving the sale of goods or merchandise to the general public for personal or household consumption.

- (1) General Retail. A use in this category includes all Neighborhood Retail uses occupying a space of greater than 12,000 square feet and such uses as those listed in Table 4.2(2).
- (2) Neighborhood Retail. A use in this category shall generally occupy a space of less than 12,000 square feet, however such uses can be aggregated into larger single retail developments along the corridor. Neighborhood retail includes such uses as those listed in Table 4.2 (2). Typical Retail Uses.
- (3) Transitional Retail. A use in the category may be a seasonal or temporary retail use. Such uses that is pertinent to or that supports Title 17.17 are allowed. Adaptive uses of sites are allowed, such as seasonal gardens, food trucks, or outdoor dining. See figure 4.2 (1)
- (4) Small Scale Outdoor Sales Display. A use involving the sale of goods or merchandise to businesses and/or the general public, where the majority of the goods are temporarily displayed outdoors. Outdoor sales include such uses as temporary food vendors or the sale of garden supplies.

#### 4. Service.

A category of uses that provide patrons services and limited retail products related to those services. Visibility and accessibility are important to these uses, as most patrons do not utilize scheduled appointments.

- (1) General Service. A use in this category includes all Neighborhood Service uses occupying a space of greater than 12,000 square feet and such uses as those listed in Table 4.2 (4).
- (2) Neighborhood Service. A use in this category shall generally occupy a space less than 12,000 square feet. Neighborhood service includes such uses as those listed in Table 4.2 (4). Multiple neighborhood service uses can be aggregated in one development.
- (3) Vehicle Service. A business involving the servicing of vehicles and/or the distribution of fuel to residents of the community and region. Vehicle service includes such uses as automotive filling stations, vehicle repair, car wash facilities, and tire sales and mounting. A convenience store may also be included as a secondary use.



Figure 4.2 (1). Temporary Pop-up.

## 4.0 USES

### 5. Office, Professional, and Industrial Uses.

A category of uses for businesses that involve the transaction of affairs of a profession, service, industry, or government. Patrons of these businesses usually have set appointments or meeting times; the businesses do not typically rely on walk-in customers. Office uses include those listed in Table 4.2 (2).

- (1) Craftsman Industrial. A use involving small scale manufacturing, production, assembly, and/or repair with little to no noxious by-products that includes a showroom or small retail outlet. Craftsman industrial includes such uses as those found in Table 4.2 (5). This use may also include associated facilities such as offices and small scale warehousing, but distribution is limited. The maximum overall gross floor area is limited to 20,000 square feet, unless otherwise noted. The land use authority may waive certain requirements for buildings that existed prior to the adoption of this code.

This use may also allow up to two residential units for a live-work condition, provided the tenants of the residential units are also tenants of the same craftsman industrial facility.

### 6. Infrastructure.

- (1) Utility and Infrastructure. A lot that is primarily utilized for the City's infrastructure needs. Utility and infrastructure includes such uses as electric or gas services, sewage treatment, water treatment and storage, and energy conversion systems. In all districts, utilities and infrastructure require a Conditional Use Permit ("C").
- (2) Shared Parking Structure. A shared parking structure is a parking structure owned by the city, a parking district, a government agency, or a private entity intended to accommodate public and leased parking.
- (3) Open Space. Are active or passive, public or private, outdoor space, including such uses as parks, plazas, greens, playgrounds, or community gardens. Refer to 6.0 Open Space Types for permitted forms of open space. Open space uses may also be utilized to host temporary private or community events, or retail sales, such as a farmer's market or art fair. This may involve small scale food and beverage service.

### 7. Accessory Uses.

A category of uses that are not permitted to serve as the principal use on a zoning lot.

- (1) Home Occupation. See 17.06.130 of South Salt Lake City Code
- (2) Parking Lot. An uncovered paved surface used solely for the parking of vehicles, intended for use by the occupants in an adjacent building on the lot.
- (3) Parking Structure. A structure used solely for the parking of vehicles, intended for use by the occupants in an adjacent building on the lot. Parking Structures within the buildings are regulated by Building Type. Freestanding, independent structures are regulated by 5.8. Parking Structure.
- (4) Drive-through Structures. Drive-through structures or canopies

shall be located on the rear facade of the building or in the rear of the lot behind the building, where permitted by use. The structure shall not be visible from any Primary Street. Canopies shall be architecturally integrated into the main building.

### Residential (R)

Residential dwelling units  
Inns and Hotels  
Bed and Breakfasts

Table 4.2 (1). Typical Residential Uses.

### Neighborhood Retail (NR)

Alcohol & Liquor Sales  
Antique Shop  
Apparel & Accessory Store  
Art & Education Supplies  
Bakery, Retail  
Bicycle Sales & Repair  
Book, Magazine, & Newspaper Store  
Building Materials, Hardware, and Garden Supply  
Camera & Photo Supply Store  
China & Glassware Shop  
Convenience Store  
Drug Store/Pharmacy  
Fabric & Craft Store  
Florist  
Gift, Novelty, & Souvenir Shop  
Grocery Store  
Hardware Store  
Hobby Shop  
Jewelry Sales & Repair  
Live-Work  
Luggage & Leather Goods  
Music Store  
Musical Instrument Repair & Sales  
Office Supply  
Optical Goods  
Paint & Wallpaper  
Party Supply Shop  
Pet & Pet Supply  
Specialty Food Market (Butcher, Candy, Fish Market, Produce, etc.)  
Sporting Goods Sales & Rental  
Stationary & Paper Store  
Toy Shop  
Video/Game Sales & Rental

### General Retail (GR)

All Neighborhood Retail, and:  
Appliance & Electronic Sales & Service  
Automotive Supply (no service)  
Computer Software Sales & Leasing  
Department Store  
Home Furnishings & Accessories Sales & Rentals  
Medical Supply Store & Rental  
Motorcycle & Motor Scooter Sales  
Heating, Air Conditioning & Plumbing Supplies, Sales, & Service  
Cabinet Supply (display only)  
Electrical Supplies  
Merchandise Vending Machine Operators  
Medical Supply Store & Sales

Table 4.2 (2). Typical Retail Uses.

## 4.0 USES

### Office/Professional (OP)

---

Architecture/Engineering/Design  
Building Contractor (office only)  
Business Consulting  
Charitable Institutions  
Computer Programming & Support  
Detective Services  
Educational Services (tutor & testing)  
Employment Agency  
Financial & Insurance  
Government Offices  
Legal Services  
Management Services  
Media  
Physical Therapy/Physical Rehabilitation  
Medical & Dental with Laboratory  
PR & Advertising  
Property Development  
Radio & TV Studio  
Real Estate  
Recording & Sound Studio  
Research & Development  
Research Agency  
Surveying

---

Table 4.2 (3). Typical Office Uses.

### Neighborhood Service (NS) General Service (GS)

---

Bank or other Financial Service  
Barber Shop, Beauty Salon, & Spa  
Billiard Hall  
Catering  
Day Care, Adult or Child  
Dry Cleaning & Laundry  
Emergency Care Clinic  
Fitness, Dance Studio, & Gym  
Framing  
Home Furniture & Equipment  
Repair  
Locksmith  
Mailing Services  
Microbrewery  
Pet Grooming  
Photocopying & Printing  
Photography Studio & Supplies  
(on-site processing permitted)  
Restaurants (refer to state law for  
alcoholic beverage requests)  
Shoe Repair  
Tailor & Seamstress  
Tanning Salon  
Theater  
Training Center  
Travel Agency & Tour Operator  
Veterinarian

---

Table 4.2 (4). Typical Service Uses.

### Craftsman Industrial (CI)

---

Apparel & Finished Fabric Products  
Art Studio  
Botanical Products  
Brooms & Brushes  
Commercial Scale Copying & Printing  
Construction Special Trade Contractors  
Electronics Assembly  
Engraving  
Electrical Fixtures  
Film Making  
Food and Beverage Production  
Furniture & Fixtures  
Glass  
Household Textiles  
Jewelry, Watches, Clocks, & Silverware  
Meat & Fish Products, No Processing  
Musical Instruments & Parts  
Pottery, Ceramics, & Related Products  
Printing, Publishing & Allied Industries  
Restaurant  
Shoes & Boots  
Signs & Advertising  
Small Goods Manufacturing  
Textile, Fabric, Cloth  
Toys & Athletic Goods  
Upholstery  
Woodworking

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Table 4.2 (5). Typical Craftsman Industrial Uses.

# 5.0 BUILDING TYPES

## 5.1 Introduction.

### 1. Intent.

To facilitate urban form, human scale, resident comfort, sustainability, and a vibrant 24-7 neighborhood.

### 2. General Requirements.

The Building Types detailed in 5.0 Building Types outline the required building forms for new construction and renovated structures within the Downtown South Salt Lake Area.

All Building Types must meet the following requirements.

- (1) Subdistricts. Each Building Type shall be constructed only within its designated subdistricts. Refer to Table 5.1 Allowed Building Types by Subdistrict.
- (2) Uses. Each Building Type can house a variety of uses depending on the subdistrict in which it is located. Refer to 4.0 Uses for uses permitted per subdistrict. Some Building Types have additional limitations on permitted uses.
- (3) No Other Building Types. All buildings constructed must meet the requirements of one of the Building Types permitted within the subdistrict district of the lot.
- (4) Permanent Structures. All buildings constructed shall be permanent construction without a chassis, hitch, or wheels, or other features that would make the structure mobile, unless otherwise noted in Transitional Retail 4.2.3 (3).
- (5) Accessory Structures.
  - (a) Attached accessory structures are considered part of the principal structure.
  - (b) Detached accessory structures are permitted per each Building Type and shall comply with all setbacks except the following:
    - (i) Detached accessory structures are not permitted in the front yard.
    - (ii) Detached accessory structures shall be located behind the principal structure in the rear yard.
    - (iii) Detached accessory structures shall not exceed the height of the principal structure.
  - (c) Accessory structures shall be built in a manner compatible with the primary building and shall use the same or similar quality materials as the primary building.
- (6) Building Length. Buildings shall not exceed 400' feet in maximum length along any frontage.
- (7) Areas within a facade articulation zone that are between the building wall and the right-of-way must be landscaped with at least 50% live plant material at maturity.
- (8) Grade Separation. Ground floor residential units are recommended to be separated up to 4' above or below the street for privacy.
- (9) Theme and Unity. The architectural design within a single multi-building development of structures shall be organized around a consistent architectural theme in terms of the character, materials,

## 5.1 Building Types by Subdistrict

	Station District	Greenway	Mixed Use	Retail Destination
<b>Storefront</b>	A	A	A	A
<b>Urban Style</b>	A	A	A	A
<b>Townhome</b>		A	A	
<b>Civic Building</b>	A	A	A	A
<b>Parking Structure</b>	A	A	A	A
<b>Adaptive Reuse</b>	A	A	A	A

**KEY**  
A: Allowed



Figure 5.1 (1). Projection Clearance.

texture, color, and scale of buildings. Themed restaurants, retail chains, and other franchise-style structures shall adjust their standard architectural model to be consistent with a developer's architectural character.

- (10) Projections. A projection is that portion of a building that projects beyond the main building face. All projections shall have a minimum clearance to the sidewalk of 9 ft. high. See Figure 5.1 (1).

## 5.0 BUILDING TYPES

- (11) Active Streetscape. Variation in architecture is encouraged to create a more appealing streetscape. Variety can be achieved through: porches, terraces, stoops, awnings, galleries, arcades. An active streetscape may be counted as part of the required open space in applicable subdistricts.

### 5.2 Explanation of Building Type Table Standards.

The following explains and further defines the standards outlined in tables 5.3 through 5.7 for each building type. Refer to each table for specific requirements for each type.

#### 1. Building Siting.

- (1) Multiple Principal Structures. The allowance of more than one principal structure on a lot. (2) Front Property Line Coverage. Refer to Figure 5.2 (1). Measuring Front Property Line Coverage. Measurement defining the minimum percentage of street wall or building facade required along the street. The width of the principal structure(s) (as measured within the front build-to zone) shall be divided by the maximum width of the front build-to zone.
  - (a) Certain buildings have this number set to also allow the development of a courtyard along the front property line.
  - (b) Some building types allow side yard parking to be exempted from the front lot line coverage calculation. If such an exemption is permitted, the width of up to one double loaded aisle of parking, located with the drive perpendicular to the street and including adjacent sidewalks and landscaping, may be exempted, to a maximum of 65 feet. All surface parking on a site must be contiguous and arranged to facilitate future redevelopment.
- (2) Occupation of Corner. Occupying the intersection of the front and corner build-to zones with a principal structure.
- (3) Front Build-to Zone. The build-to zone or setback parallel to the front property line. Building components, such as awnings or signage, are permitted to encroach into the build-to zone.
  - (a) All build-to zone and setback areas not covered by building must contain either landscape, patio space, or sidewalk space.
- (4) Corner Build-to Zone. The build-to zone or setback parallel to the side property line.
  - (a) All build-to zone and setback areas not covered by building must contain either landscape, patio space, or sidewalk space.
- (5) Minimum Side Yard Setback. The minimum required setback along a side property line.
- (6) Minimum Rear Yard Setback. The minimum required setback along a rear property line.
- (7) Minimum & Maximum Lot or Building Width. Depending on the Building Type, either the minimum or maximum building or unit width will be noted or the minimum and maximum width of a lot, all measured at or parallel to the front property line.
- (8) Maximum Impervious Coverage. (Refer to Figure 5.2(3)), Maximum

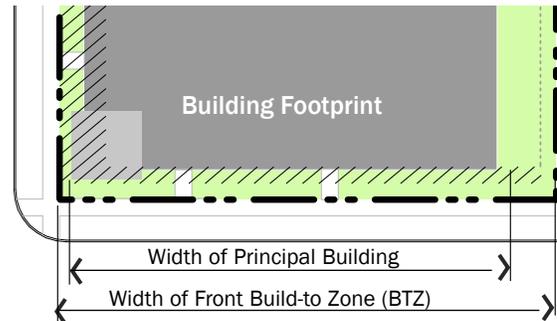


Figure 5.2 (1). Measuring Front Property Line Coverage.



Figure 5.2 (2). Corner Building.

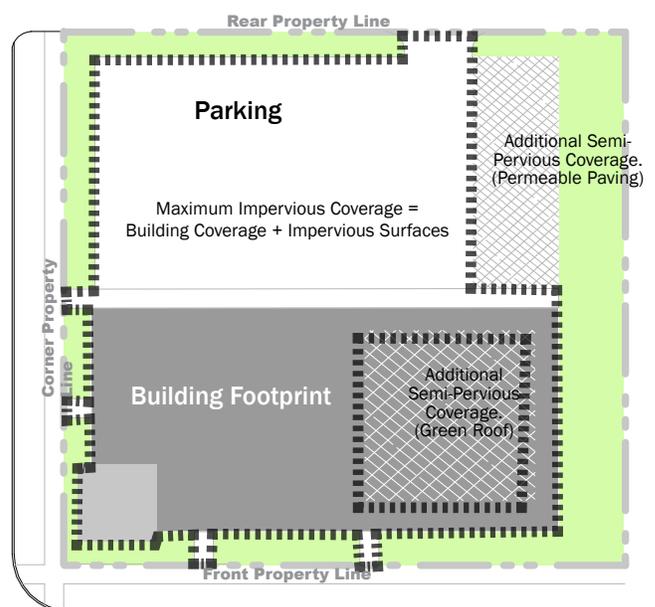


Figure 5.2 (3). Maximum Impervious & Additional Semi-Pervious Coverage.

## 5.0 BUILDING TYPES

Impervious & Semi-Pervious Coverage). The maximum percentage of a lot permitted to be covered by principal structures, accessory structures, pavement, and other impervious surfaces.

- (9) Additional Semi-Pervious Coverage. The additional percentage of a lot beyond the Maximum Impervious Coverage may be surfaced in a semi-pervious material, including a green roof or pavers.
- (10) Parking & Loading Location. The yard in which a surface parking lot, detached garage, attached garage door access, loading and unloading, and associated drive is permitted.
- (11) Vehicular Access. The permitted means of vehicular ingress and egress to the lot.
  - (a) Lanes shall always be the primary means of access when present.
  - (b) When lanes are not present, a driveway may be permitted per Building Type and, if an alternative is available, shall not be located off a primary thoroughfare.

### 2. Building Massing.

- (1) Minimum Overall Height. The minimum overall height for the building shall be located within the build-to zone; stories above the required minimum height may be stepped back from the facade.
- (2) Maximum Overall Height. The sum of a building's total height.
  - (a) Half stories are located dormer style completely within the roof structure with street-facing windows or in a visible basement exposed a maximum of one half story above ground. That portion which is visible above ground level shall be included in the overall height.
  - (3) Ground Story and Upper Story, Minimum and Maximum Height.

Each frontage type includes a permitted range of height in feet for each story. Refer to Figure 5.2 (4). Additional information is as follows:

- (a) Floor height is measured in feet between the floor of a story to the floor of the story above it.
  - (b) Floor height requirements apply only to street facing facades.
  - (c) For single story buildings and the uppermost story of a multiple story building, floor to floor height shall be measured from the floor of the story to the tallest point of the ceiling.
- (3) Open Space Requirements. Projects must meet minimum open space requirements. Only spaces as outlined in Chapter 6.0 Open Space Types may be counted.

### 3. Uses.

In addition to this section, refer to Section 4.0. Uses for uses permitted within each Zoning District. The requirements in this section of the Building Type Tables may limit those uses within a specific Building Type.

- (1) Ground and Upper Story. The uses or category of uses which may occupy the ground and/or upper story of a building.
- (2) Parking Within Building. The area(s) of a building in which parking is permitted within the structure.
- (3) Required Occupied Space. The area(s) of a building that shall be designed as occupied space, defined as interior building space regularly occupied by the building users. It does not include storage

areas, utility space, or parking.

- (4) Main Floor Mixed-use. In Station and Greenway districts, the ground floor must contain a non-residential use for a specified percentage.

### 4. Primary Facade.

Street Facade requirements apply only to facades facing a public or private right-of-way, including the S-Line Corridor. All buildings must meet the public frontage requirements identified in 2.0 Street Types. The rear or interior side yard facades (except when facing a courtyard) are not required to meet these standards unless otherwise stated.

- (1) Minimum Ground Story and Upper Floor Transparency. (Refer to Figure 5.4 (1), Measuring Transparency per Facade). The minimum amount of transparency required on street facades with street frontage.
  - (a) Transparency is any glass in windows and/or doors, including any mullions, that is highly transparent with low reflectance.
  - (b) Ground Story Transparency, when defined separately from the overall minimum transparency, shall be measured between two feet and eight feet from the average grade at the base of the front facade.
  - (c) A general Minimum Transparency requirement shall be measured from floor to floor of each story.
- (2) Blank Wall Limitations. A restriction of the amount of windowless area permitted on a facade with street frontage. If required, the following shall both be met for each story:
  - (a) No rectangular area greater than 30% of a story's facade, as measured from floor to floor, may be windowless.
  - (b) No horizontal segment of a story's facade greater than 15 feet in width may be windowless.
- (3) Front Facade Entrance Type. The Entrance Type(s) permitted for the entrance(s) of a given Building Type. A mix of permitted Entrance

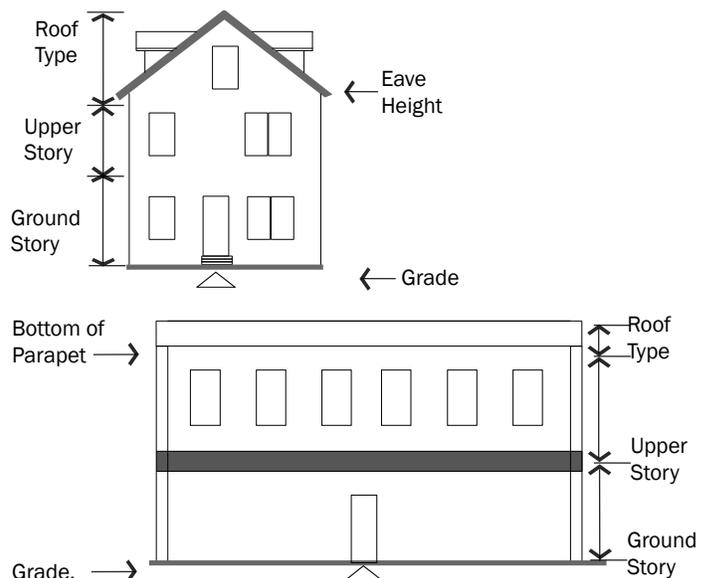


Figure 5.2 (4). Measuring Height.

## 5.0 BUILDING TYPES

Types may be utilized. Refer to 5.9 Entrance Types for definition of and additional requirements for each Entrance Type.

- (4) Principal Entrance Location. The facade on which the primary building entrance is to be located.
- (5) Number of Street Entrances. The minimum required number of and maximum spacing between entrances on the ground floor building facade with street frontages.
- (6) Vertical Facade Divisions. The use of a vertically oriented expression line or form to divide the facade into increments no greater than the dimension shown, as measured along the base of the facade. Elements may include a column, pilaster, facade setbacks, or other continuous vertical ornamentation a minimum of one and a half inch depth.
- (7) Horizontal Facade Divisions. The use of a horizontally oriented expression line or form to divide portions of the facade into horizontal divisions. Elements may include a cornice, belt course, molding, string courses, or other continuous horizontal ornamentation a minimum of one and a half inch depth.
- (8) Facade Depth Variation. The first three stories of any structure shall incorporate projection or recess from the primary plane of the wall. Projections or recesses shall be a minimum of two feet.

### 5. Roof Type.

- (1) Permitted Roof Type. The roof type(s) permitted for a given Building Type. Refer to 5.10. Roof Types for more specific requirements.
- (2) Tower. A vertical building extension that may be permitted in conjunction with another roof type on certain Building Types and located on street intersection. Refer to 5.11. Roof Types.

### 6. Loading, Mechanical, Equipment, and Meters.

- (1) Off-street loading spaces are not required for residential and retail buildings; If off-street loading spaces are supplied, they shall be a minimum length of 35 ft., minimum width of 12 ft., and minimum height of 14 ft. and they shall not exceed 42 spaces for the entire project. Where off-street loading spaces are not supplied, on-street curb management practices must be utilized, meaning there shall be no disruption to transit operations or auto traffic at peak travel times or on critical routes.
- (2) Curb Cuts. The maximum width of a curb cut shall be 24 ft. Curb cuts shall be a minimum of 30 ft. from the end of a street corner radius.
- (3) Screening. Loading areas, trash storage and mechanical equipment and meters shall be enclosed within structures and hidden from view of the public realm. See Figure 5.2 (6).



Measuring Ground Floor Transparency on a Storefront base.

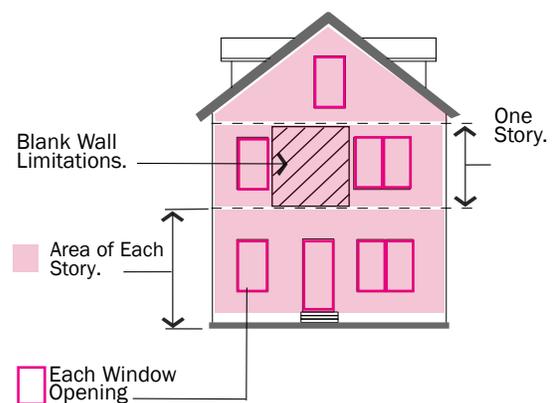


Figure 5.2 (5). Measuring Transparency.



Figure 5.2 (6). Screened loading area.

# 5.0 BUILDING TYPES

## 5.3 Storefront Building.

### 1. Description & Intent.

The Storefront Building is intended for use as a mixed use building located close to the front property line with parking typically to the rear or side. This building type may support office, hotel or hospitality uses.

The key facade element of this Building Type is the storefront required on the ground floor front facade, with large amounts of glass and frequent entrances. This building type is encouraged near the street intersections. Parking should be accommodated primarily within a structure, away from street frontages.

### 2. Regulations.

Buildings shall be constructed, through the use of materials, design elements or architectural details, to emphasize a vertical facade division.

- (a) Structures using the Storefront Building type shall have an identifiable break between the ground floor or second floor and upper floors. This break may consist of a change in material, a change in color, or architectural details integrated into the building.
- (b) Structures using the Storefront Building type shall incorporate a facade treatment align the top story and the roof. Treatments may include three-dimensional cornice treatments incorporating integrated materials and architectural details, sloping roofs, stepped parapets, or aligned openings and articulations.

In Station and Greenway districts, all parking must be in the rear of buildings. In all other districts, one double-loaded aisle of visitor parking (maximum width of 72 feet), located perpendicular to a public street frontage, which is exempt from front property line coverage.

Storefront buildings are also subject to the building amenities requirements of Section 5.12.1.

Regulations for the Storefront Building Type are defined in the adjacent table.

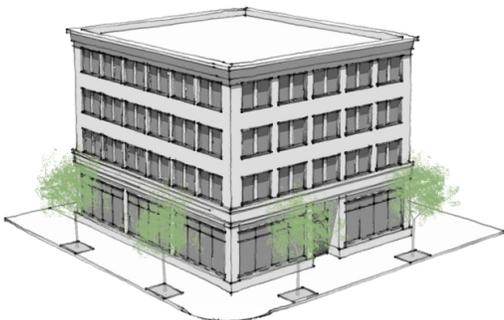


Figure 5.3 (1). Sample Storefront Building.

5.3 Storefront Building Requirements	Permitted Districts			
	Station	Greenway	Mixed-Use	Retail
<b>(1) Building Siting</b>				
Multiple Principal Buildings	A	A	A	A
Front Property Line Coverage	80%	90%	70%	70%
Occupation of Corner <sup>1</sup>	A	A	A	A
Front Build-to Zone on Frontage Front Build to Zone on S-Line	0-10' 15-25'	15-20' 15-25'	0-10' 15-25'	0' 15-25'
Corner Build-to Zone	5-10'	5-10'	5-10'	5-10'
Minimum Side Yard Setback	0'	0'	0'	0'
Minimum Rear Yard Setback <sup>1</sup>	0'	0'	0'	0'
Parking & Loading Location	Rear Yard or Alley loaded			Rear, Side, or Alley
Vehicular Access	Alley or one driveway off non-primary street			Rear, Side, Alley or Driveway
<b>(2) Building Massing</b> Refer to Figure 5.3 (1).				
Overall Height: Minimum Height	62'	32'	32'	26'
Maximum Height	None	62'	None	None
Ground Story: Minimum Height	14'	14'	14'	14'
Maximum Height	20'	20'	20'	20'
Upper Stories: Minimum Height	9'	9'	9'	9'
Maximum Height	14'	14'	14'	14'
<b>(3) Uses</b> Refer to 4.0 Uses for permitted uses.				
Ground Story	NR, OP, NS		NR,GR, OP, NS, GS, CI	
Upper Story	Any Permitted Use			
Parking within Building <sup>2</sup>	Permitted in basement, upper stories and behind occupied space on ground floor.			
Required Occupied Space	30' deep, measured from the front façade, on all floors			
Main Floor Mixed Use	Residential not to exceed 50% of main floor street frontage. Minimum 25% of first floor shall be commercial		No requirement	
<b>(4) Primary Facade</b>				
Minimum Ground Story Transparency <sup>3,4</sup> <small>Transparency requirements apply to street frontages AND parking lot frontages.</small>	75%	75%	65%	65%
Minimum Upper Story Transparency	50%	50%	50%	50%
Blank Wall Limitations	Required, see 5.2.4 (2)			
Front Facade Entrance Type	Storefront, arcade			
Principal Entrance Location	Porte cochere			
Number of Street Entrances	One per every 80' of Frontages			
Vertical Façade Division	Every 40' of width for the entire height of the building			
Horizontal Façade Division	Buildings less than 44' in height: within 3' of the top of the ground story; Buildings that exceed 44' in height: within 3' of the ground story OR second story			
Façade Depth Variation	2' deep every 40' of façade width of the bottom 3 stories			
<b>(5) Roof Type</b>				
Permitted Roof Types	Parapet, Flat, Pitched, Shed			
Tower	Flat, Pitched			

**Key**

<sup>1</sup>: Subject to City Engineer review for compliance with line of sight requirements from applicable agencies

<sup>2</sup>: Parking structures visible from street frontages shall be held to the same standards of facade appearance as other building types in that subdistrict

<sup>3</sup>: Minimum ground story transparency can be reduced to 30% on secondary facades that face only parking areas, parking grid, or parking connector streets

<sup>4</sup>: As measured from 2-8 feet above grade

# 5.0 BUILDING TYPES

## 5.4 Urban Style.

### 1. Description & Intent.

The Urban Style Building Type permits a wide range of building facades and allows for more flexibility in building height. It can accommodate mixed uses or can be used only for residential.

This Building Type should be built close to the front and corner property lines and should promote resident safety and comfort. Ground floor residential urban style units should engage the street with pedestrian-welcoming frontages and direct access to the sidewalk. Ground floor residential units should relate to the street environment and contribute to street surveillance, but should maintain a sense of ownership and a delineation of the transition from public to private. A stoop up or a step down is recommended.

Parking may be provided in the rear of the lot, internally in the building, or to the side for one double loaded aisle of parking in the Mixed-Use and Retail subdistricts.

### 2. Regulations.

Buildings shall be constructed, through the use of materials, design elements or architectural details, to emphasize a vertical facade division.

- (a) Structures using the Urban Style Building type shall have an identifiable break between the ground floor or second floor and upper floors. This break may consist of a change in material, a change in color, or architectural details integrated into the building.
- (b) Structures using the Urban Style Building type shall incorporate a facade treatment along the top story and the roof. Treatments may include three-dimensional cornice treatments incorporating integrated materials and architectural details, sloping roofs, stepped parapets, or aligned openings and articulations.

Lots wider than 140 feet are permitted one double-loaded aisle of parking (maximum width of 72 feet), located perpendicular to a public street frontage, which is exempt from front property line coverage. In Station and Greenway districts, parking must be in the rear of buildings.

Upper stories above the third story on any building facade with Greenway frontage shall have a step back from the lower stories that is a minimum of six feet for greater sun access.

Regulations for the Urban Style Type are defined in the adjacent table. Urban style buildings are also subject to the building amenity requirements of Section 5.12.



Figure 5.4 (1). Sample Illustration of the Urban Style Building.

5.4 Urban Style Requirements	Permitted Districts			
	Station	Greenway	Mixed-Use	Retail
<b>(1) Building Siting</b>				
Multiple Principal Buildings	A	A	A	A
Front Property Line Coverage	80%	90%	70%	70%
Occupation of Corner <sup>1</sup>	A	A	A	A
Front Build-to Zone on Frontage Front Build to Zone on S-Line	10-20' 15-25'	15-20' 15-25'	10-20' 15-25'	0' 15-25'
Corner Build-to Zone	15'	15'	5-10'	5-10'
Minimum Side Yard Setback <sup>1</sup>	0'	0'	0'	0'
Minimum Rear Yard Setback	0'	0'	0'	0'
Parking & Loading Location	Rear Yard or Alley loaded			Rear, Side, or Alley
Vehicular Access	Alley or one driveway off non-primary street			Rear, Side, Alley or Driveway
<b>(2) Building Massing</b> Refer to Figure 5.3 (2).				
Overall Height: Minimum Height	62'	50'	62'	26'
Maximum Height	None	62'	None	None
Ground Story: Minimum Height	14'	14'	14'	14'
Maximum Height	20'	20'	20'	20'
Upper Stories: Minimum Height	9'	9'	9'	9'
Maximum Height	14'	14'	14'	14'
<b>(3) Uses</b> Refer to 4.0 Uses for permitted uses.				
Ground Story	NR, OP, NS		NR,GR, OP, NS, GS, CI	
Upper Story	Any Permitted Use			
Parking within Building <sup>2</sup>	Permitted in basement, upper stories, and behind occupied space on ground floor.			
Required Occupied Space	30' deep, measured from the front façade, on all floors			
Main Floor Mixed Use	Residential not to exceed 50% of main floor street frontage. Minimum 25% of first floor shall be commercial		No requirement	
<b>(4) Primary Facade</b>				
Minimum Ground Story Transparency <sup>3,4</sup> <small>Transparency requirements apply to street frontages AND parking lot frontages.</small>	75%	75%	65%	65%
Minimum Upper Story Transparency	25%	25%	25%	25%
Blank Wall Limitations	Required, see 5.2.4 (2)			
Front Facade Entrance Type	Storefront, arcade			
Principal Entrance Location	Front or corner side façade			
Number of Street Entrances	One per every 75' of Frontages; One per residential ground floor unit			One per development
Vertical Façade Division	Every 40' of width for the entire height of the building			
Horizontal Façade Division	Buildings less than 44' in height: within 3' of the top of the ground story; Buildings that exceed 44' in height: within 3' of the ground story OR second story			
Façade Depth Variation	2' deep every 40' of façade width of the bottom 3 stories			
<b>(5) Roof Type</b>				
Permitted Roof Types	Parapet, Flat, Pitched, Shed			
Tower	Flat, Pitched			

**Key**

- <sup>1</sup>: Subject to City Engineer review for compliance with line of sight requirements from applicable agencies
- <sup>2</sup>: Parking structures visible from street frontages shall be held to the same standards of facade appearance as other building types in that subdistrict
- <sup>3</sup>: Minimum ground story transparency can be reduced to 30% on secondary facades that face only parking areas, parking grid, or parking connector streets
- <sup>4</sup>: As measured from 2-8 feet above grade

# 5.0 BUILDING TYPES

## 5.5 Townhome.

### 1. Description & Intent.

The Townhome is a building typically comprised of multiple vertical attached units, each with its own entrance to the street. This Building Type may be organized as townhouses or row houses, and could also incorporate live/work units. Parking garage doors and driveways should be minimized on the public street frontages to improve the streetscape and walkability.

### 2. Regulations.

The townhome consists of a series of two or more units. When permitted, multiple buildings may be located on a lot with the minimum required space between them. However, each building shall meet all requirements of the Building Type unless otherwise noted.

No more than three garages in a row may face the primary street or parking is required to be located in the rear yard and may be incorporated either into a detached garage or in an attached garage accessed from the rear of the building. When the garage is located within the building, a minimum level of occupied space is required on the front facade to ensure that the street facade is active.

The storefront entrance type is permitted only on corners or buildings that are designated for live/work units.

Regulations for the Townhome type are defined in the adjacent table.



Figure 5.5 (1). Sample Illustration of the Townhome Building.

5.5 Townhome Building Requirements	Permitted Districts	
	Greenway	Mixed-Use
<b>(1) Building Siting</b>		
Multiple Principal Buildings	A	A
Front Property Line Coverage	65%	65%
Occupation of Corner <sup>1</sup>	A	A
Front Build-to Zone on Frontage	5-15'	5-15'
Front Build to Zone on S-Line	15-25'	15-25'
Corner Build-to Zone	15'	5-10'
Minimum Side Yard Setback	5'	5'
Minimum Rear Yard Setback <sup>1</sup>	5'	5'
Minimum Unit Width	20' Per Unit	20' Per Unit
Maximum Building Width	Maximum 8 units per building	
Minimum Impervious Coverage	60%	75%
Parking & Loading Location	Alley	Alley
Vehicular Access	Alley or one driveway per building per street frontage (not per unit)	
<b>(2) Building Massing</b> Refer to Figure 5.3 (2).		
Overall Height: Minimum Height	26'	26'
Maximum Height	39'	62'
All Stories: Minimum Height	9'	9'
Maximum Height	14'	14'
<b>(3) Uses</b> Refer to 4.0 Uses for permitted uses.		
Ground Story	Residential	Residential, Live/Work
Upper Story	Residential	Residential
Parking within Building <sup>2</sup>	Garage parking is allowed along non-street-facing facades	
Required Occupied Space	30' deep, measured from the front façade	
Main Floor Mixed Use	No requirement	
<b>(4) Primary Facade</b>		
Minimum Transparency per Story <sup>3</sup> Transparency requirements apply to street frontages AND parking lot frontages.	25%	25%
Blank Wall Limitations	Required, see 5.2.4 (2)	
Front Facade Entrance Type	Stoop, Porch	Stoop, Porch (Storefront allowed for Live/Work Units)
Principal Entrance Location	Required on all frontages, or along public open space	
Number of Street Entrances	One per unit	
Vertical Façade Division	Every 40' of width for the entire height of the building	
Horizontal Façade Division	Buildings less than 44' in height: within 3' of the top of the ground story; Buildings that exceed 44' in height: within 3' of the ground story OR second story	
Façade Depth Variation	2' deep every 40' of façade width of the bottom 3 stories	
<b>(5) Roof Type</b>		
Permitted Roof Types	Parapet, Flat, Pitched	
Tower	Flat, Pitched	

**Key**

<sup>1</sup>: Subject to City Engineer review for compliance with line of sight requirements from applicable agencies

<sup>2</sup>: Parking structures visible from street frontages shall be held to the same standards of facade appearance as other building types in that subdistrict

<sup>3</sup>: As measured from 2-8 feet above grade

# 5.0 BUILDING TYPES

## 5.6 Civic Building.

### 1. Description & Intent.

The Civic Building is intended for primarily a civic or institutional use. These buildings are distinctive within the urban fabric created by the other Building Types and could be designed as iconic structures.

Parking is limited to the rear and should include short term and visitor parking.

### 2. Regulations.

Lots wider than 140 feet are permitted one double-loaded aisle of parking (maximum width of 72 feet), located perpendicular to the front property line, which is exempt from front property line coverage. In Station and Greenway districts, parking must be in the rear of buildings.

Regulations for the Civic Building type are defined in the adjacent table.



Figure 5.6 (1). Sample Illustration of the Civic Building.

5.6 Civic Building Requirements	Permitted Districts			
	Station	Greenway	Mixed-Use	Retail
<b>(1) Building Siting</b>				
Multiple Principal Buildings	A	A	A	A
Occupation of Corner <sup>1</sup>	A	A	A	A
Front Build-to Zone on Frontage Front Build-to Zone on S-Line	5-15' 15-20'	15-20' 5-15'	15-20' 5-15'	15-20' 5-15'
Corner Build-to Zone	5-10'	5-10'	5-10'	5-10'
Minimum Side Yard Setback <sup>1</sup>	5'	5'	5'	5'
Minimum Rear Yard Setback	0'	0'	0'	0'
Parking & Loading Location	Rear Yard or Alley loaded			Rear, Side, or Alley
Vehicular Access	Alley or one driveway off non-primary street			Rear, Side, Alley or Driveway
<b>(2) Building Massing</b> Refer to Figure 5.3 (2).				
Minimum Overall Height	23'	23'	23'	23'
Maximum Overall Height	None	50'	None	None
Ground Story: Minimum Height Maximum Height	14' 62'	14' 50'	14' 50'	14' 50'
Upper Stories: Minimum Height Maximum Height	9' 14'	9' 14'	9' 14'	9' 14'
<b>(3) Uses</b> Refer to 4.0 Uses for permitted uses.				
Ground Story	Civic and Commercial uses			
Upper Story	Civic and Commercial uses			
Parking within Building <sup>2</sup>	See 5.4			
Required Occupied Space	30' Required			
Main Floor Mixed Use	No requirement			
<b>(4) Primary Facade</b>				
Minimum Ground Story Transparency <sup>3</sup> Transparency requirements apply to street frontages AND parking lot frontages.	25%	25%	25%	25%
Minimum Upper Story Transparency	10%	10%	10%	10%
Blank Wall Limitations	Required, see 5.2.4 (2)			
Front Facade Entrance Type	Porte cochere, storefront, arcade			
Principal Entrance Location	When adjacent to S-Line, oriented on S-Line Corridor; otherwise orient to public/private ROW			
Number of Street Entrances	Minimum of one per facade			
Vertical Façade Division	Every 40' of width for the entire height of the building			
Horizontal Façade Division	Buildings less than 44' in height: within 3' of the top of the ground story; Buildings that exceed 44' in height: within 3' of the ground story OR second story			
Façade Depth Variation	2' deep every 40' of façade width of the bottom 3 stories			
<b>(5) Roof Type</b>				
Permitted Roof Types	Flat, Pitched, Parapet			
Tower	Flat, Pitched			

**Key**

- <sup>1</sup>: Subject to City Engineer review for compliance with line of sight requirements from applicable agencies
- <sup>2</sup>: Parking structures visible from street frontages shall be held to the same standards of facade appearance as other building types in that subdistrict
- <sup>3</sup>: As measured from 2-8 feet above grade

# 5.0 BUILDING TYPES

## 5.7 Parking Structure.

### 1. Description & Intent.

Parking Structures are detached parking structures designed to meet the general parking needs of the Downtown district. To the extent possible, when proposed adjacent to a public street frontage, first floors shall be designed to accommodate active non-parking uses. The minimum and maximum heights of this Building Type depend on the subdistrict within which it is located.

### 2. Regulations.

Top level parking garages visible from the street must screen view of cars with a “cap”. Regulations for the Parking Structure type are defined in the adjacent table.



Figure 5.7 (1). Parking Structure Examples

5.7 Parking Structure Requirements	Permitted Districts			
	Station	Greenway	Mixed-Use	Retail
<b>(1) Building Siting</b>				
Multiple Principal Buildings	Not Allowed	Not Allowed	Not Allowed	Not Allowed
Occupation of Corner <sup>1</sup>	Not Allowed	Not Allowed	Not Allowed	Not Allowed
Front Build-to Zone on Frontage Front Build-to Zone on S-Line	15-20' 5-15'	15-20' 5-15'	15-20' 5-15'	15-20' 5-15'
Corner Build-to Zone	5-10'	5-10'	5-10'	5-10'
Minimum Side Yard Setback <sup>1</sup>	0'	0'	0'	0'
Minimum Rear Yard Setback	0'	0'	0'	0'
Parking & Loading Location	Rear Yard, Parking Connector, or Alley loaded			
Vehicular Access	Alley or one driveway off non-primary street			Rear, Side, Alley or Driveway
<b>(2) Building Massing</b> Refer to Figure 5.3 (2).				
Minimum Overall Height	2 story minimum	2 story minimum	2 story minimum	2 story minimum
Maximum Overall Height	The height of all parking structures cannot exceed the height of the supporting building.			
Ground Story: Minimum Height Maximum Height	Not specified			
Upper Stories: Minimum Height Maximum Height	Not specified			
<b>(3) Uses</b> Refer to 4.0 Uses for permitted uses.				
Ground Story	Office, Neighborhood Retail, Neighborhood Service required within 30' of public street. Parking allowed on interior if wrapped by permitted use on street facade.			
Upper Story	Parking			
Parking within Building <sup>2,3</sup>	Permitted.			
Required Occupied Space	30' Required within 200' of S-Line			
Main Floor Mixed Use	Residential not to exceed 50% of main floor street frontage. Minimum 25% of first floor shall be commercial		No requirement	
<b>(4) Primary Facade</b>				
Minimum Ground Story Transparency <sup>4</sup> Transparency requirements apply to street frontages AND parking lot frontages.	65%	65%	65%	65%
Minimum Upper Story Transparency	25%	25%	25%	25%
Blank Wall Limitations	Required, see 5.2.4 (2)			
Front Facade Entrance Type	Storefront, arcade when alternative uses exist on the ground floor			
Principal Entrance Location	When alternative uses exist on the ground floor, orient entrances to public frontage			
Number of Street Entrances	When alternative uses exist on the ground floor, one per 75 feet; one pedestrian entry to garage every 150'			
Vertical Façade Division	Every 40' of width for the entire height of the building			
Horizontal Façade Division	Buildings less than 44' in height: within 3' of the top of the ground story; Buildings that exceed 44' in height: within 3' of the ground story OR second story			
Façade Depth Variation	2' deep every 40' of façade width for all alternative uses in the bottom 3 floors			
<b>(5) Roof Type Requirements</b>				
Permitted Roof Types	Flat			
Tower	Flat, pitched			

**Key**

- <sup>1</sup>: Subject to City Engineer review for compliance with line of sight requirements from applicable agencies
- <sup>2</sup>: Parking structures visible from street frontages shall be held to the same standards of facade appearance as other building types in that subdistrict
- <sup>3</sup>: Security Doors blocking vehicle entry are permitted. They must be recessed by 10 feet from facade
- <sup>4</sup>: As measured from 2-8 feet above grade

## 5.0 BUILDING TYPES

### 5.8 Adaptive Reuse.

#### 1. Description & Intent.

Many of the existing buildings within the Downtown South Salt Lake Area have the potential to be reworked into a new use. Adaptive reuse is encouraged with the following general requirements:

- (1) Reconstruction should attempt to retain much of the character of the existing building.
- (2) Lighting should reflect the historic nature of the building.
- (3) Windows shall address the street frontage and encompass at least 50% of first story building facades to the extent that it is structurally feasible.
- (4) Parking shall be located to the rear of the building and may front on the public frontage if a frontage buffer (see 7.2) or a public landscaped open space is provided on site.

#### 2. Regulations.

Lots wider than 140 feet are permitted one double-loaded aisle of parking (maximum width of 72 feet), located perpendicular to the front property line, which is exempt from front property line coverage.

Single family homes or former single family structures adapted for commercial use are not eligible to be adapted for the purpose of multifamily residential use.



Figure 5.9 (1). Examples of Adaptive Reuse.

# 5.0 BUILDING TYPES

## 5.9 Entrance Types.

Entrance type standards apply to the ground story and visible basement of front facades of all Building Types as defined in this Section. Refer to the Building Type Table Requirements, for each type.

### 1. General.

The following provisions apply to all entrance types.

- (1) Intent. To guide the design of the ground story of all buildings to relate appropriately to pedestrians on the street. Treatment of other portions of the building facades is detailed in each Building Type table.
- (2) Applicability. The entire ground story street-facing facade(s) of all buildings shall meet the requirements of at least one of the permitted entrance types, unless otherwise stated.
- (3) Measuring Transparency. Refer to 5.2 Explanation of Building Type Table Standards, for information on measuring building transparency.
- (4) Visible Basements. Visible basements, permitted by entrance type, are optional. The visible basement shall be a maximum of one-half the height of the tallest story.

### 2. Storefront Entrance Type.

The Storefront entrance type is a highly transparent ground story treatment designed to serve primarily as the display area and primary entrance for retail or service uses. Refer to Figure 5.10 (1).

- (1) Transparency. Minimum transparency is required per Building Type.
- (2) Elevation. Storefront elevation shall be between zero and one foot above sidewalk.
- (3) Visible Basement. A visible basement is not permitted.
- (4) Horizontal Facade Division. Horizontally define the ground story facade from the upper stories.
- (5) Entrance. All entries shall be recessed from the front facade closest to the street.
  - (a) Recess shall be a minimum of three feet and a maximum of eight feet deep, measured from the portion of the front facade closest to the street.
  - (b) When the recess falls behind the front build-to zone, the recess shall be no wider than eight feet.

### 3. Arcade Entrance Type.

An Arcade entrance type is a covered pedestrian walkway within the recess of a ground story. It is only allowed on south facing facades. Refer to Figure 5.10 (2).

- (1) Arcade. An open-air public walkway is required from the face of the building recessed into the building a minimum of eight and a maximum of 15 feet.
- (2) Build-to Zone. When the Arcade is utilized, the outside face of the

Arcade shall be considered the front facade, located within the required build-to zone.

- (3) Recessed or Interior Facade. Storefront entrance type is required on the recessed ground story facade.
- (4) Column Spacing. Columns shall be spaced between ten feet and 12 feet on center.
- (5) Column Width. Columns shall be a minimum of 1'-8" and a maximum 2'-4" in width.
- (6) Arcade Opening. Opening shall not be flush with interior arcade ceiling and may be arched or straight.
- (7) Horizontal Facade Division. Horizontally define the ground story facade from the upper stories.
- (8) Visible Basement. A visible basement is not permitted.

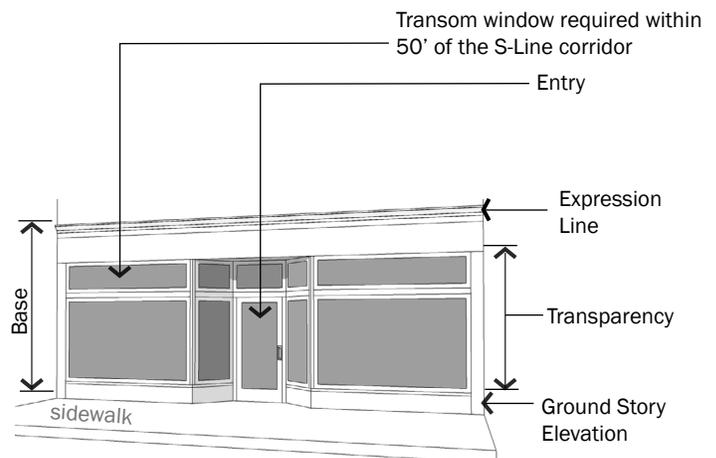


Figure 5.10 (1). Storefront Entrance Type

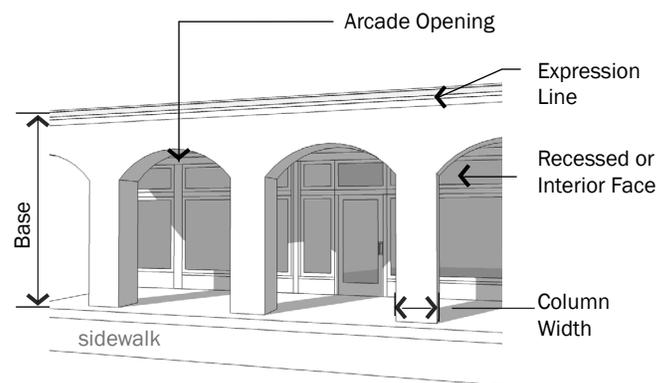


Figure 5.10 (2). Arcade Entrance Type

## 5.0 BUILDING TYPES

### 4. Stoop Entrance Type.

A stoop is an unroofed, open platform. Refer to Figure 5.10 (3).

- (1) Transparency. Minimum transparency is required per Building Type.
- (2) Stoop Size. Stoops shall be a minimum of three feet deep and six feet wide.
- (3) Elevation. Stoop elevation shall be located a maximum of 2'-6" above the sidewalk without visible basement and a maximum of 4'-6" above the sidewalk with a visible basement.
- (4) Visible Basement. A visible basement is permitted and shall be separated from the ground story by an expression line.
- (5) Entrance. All entries shall be located off a stoop.

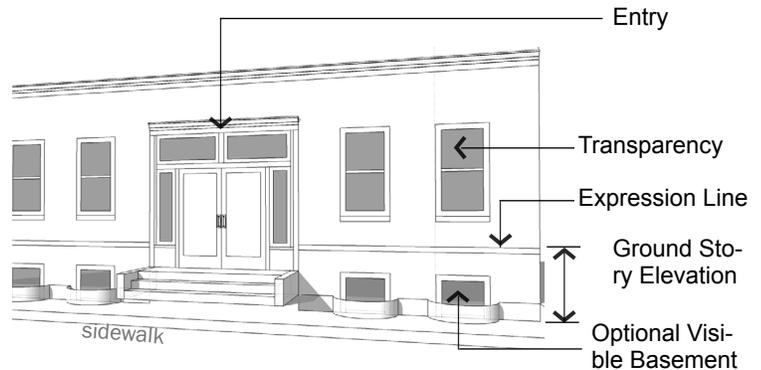


Figure 5.10 (3). Stoop Entrance Type

### 5. Porch Entrance Type.

A porch is a raised, roofed platform that may or may not be enclosed on all sides. If enclosed, the space shall not be climate controlled. Refer to Figure 5.10 (4).

- (1) Transparency.
  - (a) Minimum transparency per Building Type is required.
  - (b) If enclosed, a minimum of 40% of the enclosed porch shall be comprised of highly transparent, low reflectance windows.
- (2) Porch Size. The porch shall be a minimum of five feet deep and eight feet wide.
- (3) Elevation. Porch elevation shall be located a maximum of 2'-6" above the sidewalk without a visible basement and a maximum of 4'-6" above the sidewalk with a visible basement.
- (4) Visible Basement. A visible basement is permitted.
- (5) Height. Porch may be two stories to provide a balcony on the second floor.
- (6) Entrance. All entries shall be located off a porch.

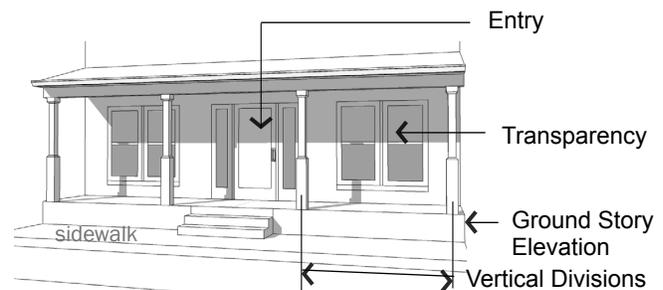


Figure 5.10 (4). Porch Entrance Type

### 6. Vestibule Entrance Type.

A vestibule is a interior lobby space that serves as a common entry to multiple units.

### 7. Porte Cochere Entrance Type.

A porte cochere is an exterior entry that encompasses a driveway for cars not on the principal street and is attached to a vestibule or lobby. It may be above or below ground. Refer to figure 11.

- (1) Transparency - per building type
- (2) Porte cochere. Porte Cocheres along all street types, except parking connectors or parking grids shall be designed to accommodate no more than 5 vehicles.
- (3) Elevation. Shall be at grade shall accommodate ADA access.

- (4) Visible Basement. None.
- (5) Height. 25'
- (6) Entrance. Lobby or vestibule entrance shall be located adjacent to or within the porte cochere. A courtyard style porte cochere is acceptable.
- (7) Pavement. Asphalt is prohibited for use under porte cocheres and on approaches serving porte cocheres. An alternative paving material, including but not limited to concrete or brick pavers or stained and stamped concrete, or the equivalent, shall be used.
- (8) Maximum Depth. Measured from back of the curb on street to building facade is 35 feet, including the pedestrian zone.
- (9) Pedestrian Zone. Must be included at back of curb on public right-of-way.

### 5.10 Roof Types.

Roof type standards apply to the roof and cap of all Building Types as defined in this Section. Refer to the Building Type Table Requirements, Sections 5.3 through 5.7.

#### 1. General Provisions.

The following provisions apply to all roof types.

- (1) Intent. To guide the design of the caps of all buildings.

## 5.0 BUILDING TYPES

- (2) Applicability. All buildings shall meet the requirements of one of the roof types permitted for the Building Type.
- (3) Measuring Height. Refer to Section 5.2.2 for information on measuring building height. (4) Other Roof Types. Other building caps not listed as a specific type may be made by a request to the Land Use Authority with the following requirements:
  - (a) The roof type shall not create additional occupied space beyond that permitted by the Building Type, except for private open space.
  - (b) The shape of the Roof Type shall be significantly different from those defined in this section 5.11 Roof Types, i.e. a dome, spire, vault.
- (5) Solar panels are permitted for all roof types.
- (6) Fifth Facade. Roofs shall provide an attractive appearance considering that they may be viewed from above. Equipment projections and access towers must be set back a minimum of 10 feet from the edge of the roof.

### 2. Parapet Roof Type.

A parapet is a low wall projecting above a building's roof along the perimeter of the building. It can be utilized with a flat or low pitched roof and also serves to limit the view of roof-top mechanical systems from the street. Refer to Figure 5.11 (1).

- (1) Parapet Height. Height is measured from the top of the upper story to the top of the parapet.
  - (a) Minimum height is two feet with a maximum height of six feet.
  - (b) The parapet shall be high enough to screen the roof and any roof appurtenances from view of the street(s).
- (2) Horizontal Expression Lines. An expression line shall define the parapet from the upper stories of the building and shall also define the top of the cap.
- (3) Occupied Space. Occupied space shall not be incorporated behind this roof type.

### 3. Pitched Roof Type.

This roof type has a sloped or pitched roof. Slope is measured with the vertical rise divided by the horizontal span or run. Refer to Figure 5.11 (2).

- (1) Pitch Measure. The roof may not be sloped less than a 4:12 (rise/run) or more than 6:12.
  - (a) Slopes less than 4:12 are permitted to occur on second story or higher roofs. Refer to Figure 5.11 (2).
- (2) Configurations.
  - (a) Hipped, gabled, and combination of hips and gables with or without dormers are permitted.
  - (b) Butterfly roofs (inverted gable roof) are permitted with a maximum height of eight feet, inclusive of overhang.
  - (c) Gambrel and mansard roofs are not permitted.
- (3) Parallel Ridge Line. A gabled end or perpendicular ridge line shall occur at least every 100 feet of roof when the ridge line runs

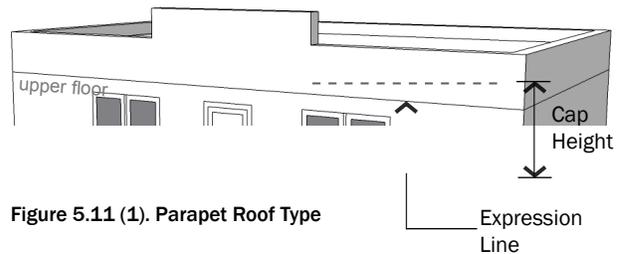


Figure 5.11 (1). Parapet Roof Type

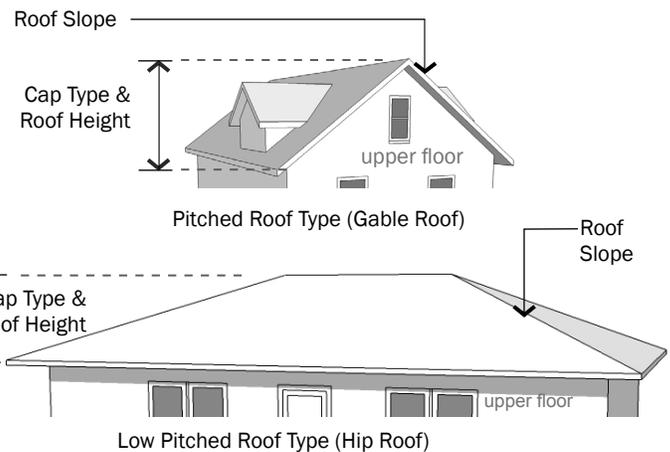


Figure 5.11 (2). Pitched Roof Type

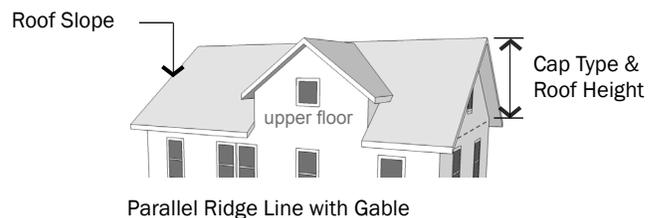


Figure 5.11 (3). Parallel Ridge Line

## 5.0 BUILDING TYPES

parallel to the front lot line. Refer to Figure 5.11 (3).

- (4) **Roof Height.** Roofs without occupied space and/or dormers shall have a maximum height on street-facing facades equal to the maximum floor height permitted for the Building Type.
- (5) **Occupied Space.** Occupied space may be incorporated behind this roof type.

### 4. Flat Roof Type.

This roof type has a flat roof with overhanging eaves. Refer to Figure 5.11 (5).

- (1) **Configuration.** Roofs with no visible slope are acceptable. Eaves are required on all street facing facades.
- (2) **Eave Depth.** Eave depth is measured from the building facade to the outside edge of the eave. Eaves shall have a depth of at least 14 inches.
- (3) **Eave Thickness.** Eave thickness is measured at the outside edge of the eave, from the bottom of the eave to the top of the eave. Eaves shall be a minimum of eight inches thick.
- (4) **Interrupting Vertical Walls.** Vertical walls may interrupt the eave and extend above the top of the eave with no discernible cap.
  - (a) No more than one-half of the front facade can consist of an interrupting vertical wall.
  - (b) Vertical walls shall extend no more than four feet above the top of the eave.
- (5) **Occupied Space.** Occupied space shall not be incorporated behind this roof type.

### 5. Towers.

A tower is a rectilinear or cylindrical, vertical element, that must be used with other roof types; towers are only allowed on public frontage intersections. Refer to Figure 5.11 (5).

- (1) **Quantity.** All Building Types, with the exception of the Civic Building, are limited to one tower per building.
- (2) **Tower Height.** Maximum height, measured from the top of the parapet or eave to the top of the tower, is the equivalent of the height of one upper floor of the building to which the tower is applied.
- (3) **Tower Width.** Maximum width along all facades is one-third the width of the front facade or 30 feet, whichever is less.
- (4) **Horizontal Expression Lines.** An expression line shall define the tower from the upper stories, except on single family or attached house residential Building Types.
- (5) **Occupied Space.** Towers may be occupied by the same uses allowed in upper stories of the Building Type to which it is applied.
- (6) **Application.** May be combined with all other roof types.
- (7) **Tower Cap.** The tower may be capped by the parapet, pitched, low pitched, or flat roof types, or the spire may cap the tower.

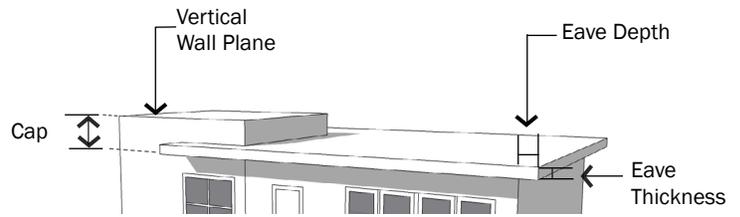


Figure 5.11 (4). Flat Roof Type

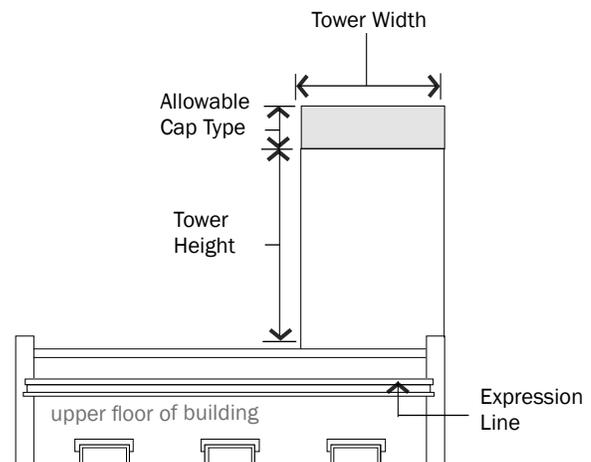


Figure 5.11 (5). Tower

# 5.0 BUILDING TYPES

## 5.11 Additional Design Standards.

The following outlines the Downtown South Salt Lake District design standards that affect a building's appearance and quality. They improve the physical quality of buildings, enhance the pedestrian experience, protect the character of the neighborhood, create visual interest, and contribute to its sense of place.

### 1. Materials and Color.

- (1) Primary Facade Materials. 80% of each facade shall be constructed of primary materials. For facades over 100 square feet, more than one material shall be used to meet the 80% requirement.
  - (a) Permitted primary building materials include high quality, durable, natural materials, such as stone, brick; wood lap siding; fiber cement board lapped, shingled, or panel siding; glass. On Mansion style and Townhome style buildings, up to 40% of an exterior façade may be stucco. Other high quality synthetic materials may be approved during the site plan

process with an approved sample and examples of successful, high quality local installations. Refer to Figure 5.12 (1).

- (2) Secondary Facade Materials. Secondary materials are limited to details and accents and include gypsum reinforced fiber concrete for trim and cornice elements; metal for beams, lintels, trim, and ornamentation, and exterior architectural metal panels and cladding.
  - (a) Exterior Insulation and Finishing Systems (EIFS) is permitted for trim only or on upper floor facades, up to 20% of total.
  - (b) Up to 40% stucco permitted on building facades. Design Review Committee may approve a higher percentage.
  - (c) The Design Review committee may make a recommendation to the Land Use Authority to accept materials not covered in this Chapter or to modify the exterior materials and colors requirements.
- (3) Roof Materials. Acceptable roof materials include 300 pound or better, dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate, and ceramic tile. "Engineered" wood or slate may be approved during the site plan process with an approved sample and examples of successful, high quality local installations. Refer to Figure 5.12 (2).



Primary Materials: Brick



Primary Materials: Stone



Primary Materials: Painted Wood

Figure 5.12 (1). Primary Materials.



Roof Materials: Asphalt Composite Shingles



Roof Materials: Ceramic Tile

Figure 5.12 (2). Roof Materials.

## 5.0 BUILDING TYPES

- (4) Color. Main building colors shall be complementary to existing building stock.
- (5) Appropriate Grade of Materials. Commercial quality doors, windows, and hardware shall be used on all Building Types with the exception of the Townhome. Refer to Figure 5.12 (3).
- (6) Not allowed materials list: vinyl or aluminum siding, highly reflective metal, mirrored windows, plain cement block.

### 2. Windows, Awnings, and Shutters.

- (1) Windows. All upper story windows on all historic, residential, and mixed use buildings shall be recessed and double hung. Transparency requirements vary by Building Type.
- (2) Awnings. All awnings shall be canvas or metal. Plastic awnings are not permitted. Awning types and colors for each building face shall be coordinated. Awnings shall provide a minimum of a 9 foot clearance above the sidewalk. Refer to Figure 5.12 (4).
- (3) Shutters. If installed, shutters, whether functional or not, shall be sized for the windows. If closed, the shutters shall not be too small for complete coverage of the window. Shutters shall be wood or metal. "Engineered" wood may be approved during the site plan process with an approved sample and examples of successful, high quality local installations.



Prohibited: Residential Grade Doors on Commercial Buildings.



Permitted: Commercial Grade Doors & Windows on Commercial Buildings

Figure 5.12 (3). Commercial Grade Doors & Windows.



Prohibited Awnings: Plastic



Permitted Awnings: Metal



Permitted Awnings: Canvas

Figure 5.12 (4). Awnings.

## 5.0 BUILDING TYPES

### 3. Corner Treatments.

When a building is located on a street frontage intersection:

(1) Corner plaza. The setback requirements of this chapter will create a triangular corner plaza defined as a clear area at the intersection of the corner property lines. Corner plazas shall meet the requirements outlined in 6.3 Plazas and meet the Corner Build-to-Zones for each Building Type. In addition, they shall meet the Downtown Streetscape standards or meet the S-Line Urban Design standards if adjacent to the streetcar corridor.

(2) Architecture. Corner entries are encouraged.

### 4. Balconies.

Balconies are recommended to add variety to a facade, increase eyes on the street and activity, and to increase individual open space.



Figure 5.12 (5). Corner Treatment Example.



Figure 5.12 (6). Balconies Integral to Facade.

Balconies are recommended to be livable spaces. Balconies may be counted toward Open Space if they meet the requirements of 6.7 Individual Open Space.

### 5. Building Variety

Building design shall vary between vertical facade divisions, where required per the Building Types, and from abutting buildings by the type of dominant material or color, scale, or orientation of that material and at least two of the following. Refer to Figure 5.12 (7) for an illustration of this requirement.

- (1) The proportion of recesses and projections.
- (2) The location of the entrance and window placement, unless storefronts are utilized.
- (3) Roof type, plane, or material, unless otherwise stated in the Building Type requirements.

### 6. Drive-through Structures.

Drive-through structures or canopies, where permitted, shall be located on the rear facade of the building or in the rear of the lot behind the building, where permitted by use. The structure shall not be visible from any street or shall be set back a minimum of 30' from property lines.

### 7. Meters and Equipment Placement.

Equipment shall be screened from view and not located on a public frontage.

### 8. Waste Containers.

Waste Containers shall be located out of public view and screened with landscaping and/or a structure that is compatible with the theme of the adjacent building. Specific requirements for waste containers can be found in 7.5 of this code. All requirements of the South Salt Lake City Municipal Code pertaining to waste containers shall apply.

### 9. Solar Access Requirements.

As part of the site plan review, a developer shall include a shadow study of the proposed development for equinox, summer solstice and winter solstice.



Figure 5.12 (7). Building Variety.

## 5.0 BUILDING TYPES

### 9. Rental Development Requirements.

- (1) Residential rental developments shall include:
- (a) Visitability features for at least 10% of units, including no-step entries, ADA restrooms and accessible controls.
  - (b) All residential rental developments within 500' of a highway or arterial must include additional air quality mitigation measures.

### 10. Building Amenities.

All buildings must include a mix of amenities to ensure quality of development and quality of life for tenants. Developers may propose, for credit, alternative amenities in any category as part of a site plan review, subject to final approval by the Land Use Authority.

Refer to Table 5.12 (1) and (2).

Table 5.12 (1) Amenity Requirements					
Building Features.	(minimum)	Tenant Amenities.	(minimum)	Green Building.	(minimum)
Storefront:	3	Storefront:	4	Storefront:	Item 1 or 4 others
Urban Style:	6	Urban Style:	5	Urban Style:	Item 1 or 4 others
Townhome:	2	Townhome (per development, not per building)	4	Townhome:	Item 1 or 2 others
Civic:	3	Civic:	4	Civic:	Item 1 or 4 others
Parking Structure:	1	Parking Structure:	1	Parking Structure:	Item 1 or 2 others
Adaptive Reuse:	1	Adaptive Reuse:	0	Adaptive Reuse:	Item 1 or 2 others
1. Main floor retail space above requirement (one credit for additional 5%. No more than one credit can be earned)		1. Lobby (at least 500 sf. No more than one credit can be earned)		1. Meeting a green building performance standard (including LEED, Enterprise Green Building, Sustainable Sites or other).	
2. First floor café/eatery		2. Interior social area, such as kitchen, media room, or event room.		2. Compliance with ENERGY STAR New Home or Multifamily High Rise standard.	
3. Rooftop/stepback terrace (location must be on street frontage and no higher than the first 3 floors)		3. Indoor Fitness room		3. Installation of renewable energy source (PV panels, wind, geothermal, other) to provide at least 20% of estimated energy demand.	
4. Design that allows solar access onto adjacent open spaces.		4. Outdoor dining patio		4. Design and install required connection for PV or solar hot water in the future.	
5. 35% upper story transparency		5. Secure bike storage and changing facilities		5. Alternative stormwater management (reducing discharge to public system)	
6. Public Art		6. Sport Court		6. 50% local materials (extracted and manufactured within 500 miles)	
7. Open Space above requirement (one credit for additional 5%. No more than one credit can be earned)		7. Enclosed storage units		7. 50% hazard free or recycled materials	
8. Upgraded floor coverings in place of carpet		8. Community room open for regularly scheduled public programming (such as youth or senior activities)		8. Tankless water systems in all units	
9. Solid doors throughout unit		9. Pool - (at least 400 sf)		9. Recycling program as a part of a rental agreement or HOA.	
10. Enhanced soundproofing		10. Hot tub		10. Electric car charging station	
11. Washer/Dryer in every unit		11. Community garden		11. Bike share station	
12. On site management		12. Sound attenuation meets X standard		12. Green roof	
				13. Reclaimed water system	
				14. Passive Solar	
				15. Daylight	
				16. Water efficient fixtures	
				17. Smart metering/building management	

# 6.0 OPEN SPACE TYPES

## 6.1 Introduction.

### 1. Intent.

Open space is essential amenity in a walkable, urban setting. Within this district, the primary open space will be the S-Line Greenway with additional public spaces that tie into or align with this corridor. Adjacent properties should be designed to expand on corridor features to create a larger open space, activate the space and beautify the space. Courtyards, plazas and private open spaces that open up into the corridor are encouraged.

Open space should also be incorporated into all public buildings, within shopping centers, and civic spaces to make it fitting for an urban area. Areas to sit, eat, meet, relax and people watch can easily be incorporated.

Streets should also be considered an open space opportunity. High quality design of the vehicular and pedestrian realm will add to the image and experience of downtown. Streets can also be occasionally closed to create an event or festival space. Gateways into the downtown along major corners and intersection are identified and are priority spaces for signage, art, plazas and landscaping.

Temporary open spaces are encouraged as a transitional solution to redevelopment. Adaptive use of sites may include uses such as community gardens, plazas, transitional retail like food trucks or pop-up parks.

### 2. General Requirements.

All building types must meet the designated open space requirement. Refer to table 6.1 (1). All open spaces shall meet the following requirements.

- (1) All open space provided within any subdistrict development shall comply with one of the Open Space Types defined by 6.2 through 6.9.
- (2) Access. All Open Space types shall provide public access from a vehicular or pedestrian right-of-way.
- (3) Fencing. Open Space Types may incorporate fencing provided that the following requirements are met. Fencing requirements may be adjusted for safety for rooftop open space.
  - (a) Height. Fencing shall be a maximum height of 36 inches, unless approved by the Land Use Authority for such circumstances as proximity to railroad right-of-way and use around swimming pools, ball fields, and ball courts.
  - (b) Level of Opacity. Fence opacity shall be no greater than 30%. Landscaping is exempt from this opacity requirement.
  - (c) Type. Chain-link fencing is not permitted, with the exception of dedicated sports field or court fencing approved by the Land Use Authority.
  - (d) Spacing of Openings. Openings or gates shall be provided on every street face at a minimum of every 150 feet.
  - (e) Fencing for rooftop open spaces may be adjusted for security needs.
- (4) Lighting. Lighting must meet minimum Illuminating Engineering

**Table 6.1 (1) Open Space Requirements**

Building Types	Station District	Greenway	Mixed Use	Retail Destination
	Storefront	5%	5%	5%
Urban Style <sup>1</sup>	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%

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

Society safety standards. Applicant must provide lighting illumination calculation.

- (5) Outdoor dining. Outdoor dining is encouraged in open space. Outdoor dining areas must provide pedestrian clearance of 6' and are subject to all applicable federal, state, and local requirements.
- (6) Ownership. Open Space Types may either be publicly or privately owned.
- (7) Parking Requirements. Parking shall not be required for an Open Space Type, unless a use other than open space is determined by the Zoning Administrator.
- (8) Continuity. Connections to existing or planned trails or open space types shall be made when the Open Space abuts the S-Line Corridor, Parley's Trail or other civic open space type.
- (9) Clearzones. Minimum 6 feet pedestrian clearance around furnishings and merchandising.

### 3. Definition of Requirements.

The following further explains or defines the requirements included in Tables 6.2 (1) through 6.8 (1) for each Open Space Type. Refer to each table for the specific requirements of each Open Space Type.

- (1) Dimensions.
  - (a) Minimum Size. The minimum size of the Open Space Type is measured within the parcel lines of the property.
  - (b) Maximum Size. The maximum size of the Open Space Type is measured within the parcel lines of the property.
  - (c) Minimum Dimension. The minimum length or width of the Open Space Type, as measured along the longest two straight lines intersecting at a right angle defining the maximum length and width of the lot. Refer to Figure 6.1 (1).

## 6.0 OPEN SPACE TYPES

- (d) Minimum Access/Exposure. Percentage of open space open to adjacent frontage or public right of way. Access refers to required number or frequency of pedestrian or user entrances.

The minimum percentage of the civic open space perimeter, as measured along the outer parcel line, that shall be located directly adjacent to a vehicular right-of-way, excluding alley frontage. This requirement provides access and visibility to the Open Space.

- (2) Adjacent Parcels. Parcels directly adjacent to as well as directly across the street from an Open Space Type.
  - (a) Frontage Orientation of Adjacent Parcels. The preferred orientation of the adjacent parcels' frontages is to the civic open space. Front, corner side, side, and rear refers to the property line either adjacent to the Open Space or facing the Open Space across the street.
- (3) Improvements. The following types of development and improvements may be permitted on an Open Space Type. courts are permitted on rooftop surfaces only.
  - (a) Structures Permitted.
    - (i) Fully enclosed structures may include such uses as park offices, maintenance sheds, community centers, and restrooms.
    - (ii) Semi-Enclosed Structures. Open-air structures, such as gazebos, are permitted in all open space types.
  - (b) Impervious and Semi-Pervious Surface Permitted. Impervious and semi-pervious surfaces shall not exceed the maximum percentages given by each open space type. The permitted amount of semi-pervious in addition to impervious surface coverage is provided separately to allow additional semi-pervious surface, to improve stronger retention in parking facilities, driveways, sidewalks, paths, and structures as permitted.
  - (c) Lighting.
  - (d) Seating.
  - (e) Landscaping.
  - (f) Bicycle Facilities.

### 4. Stormwater in Open Space Types.

Stormwater management practices, such as storage and retention facilities, may be integrated into Open Space and utilized to meet stormwater requirements for surrounding parcels.

- (1) Stormwater Features. Stormwater features in civic open space may be designed as formal or natural amenities with additional uses other than stormwater management, such as an amphitheater, sports field, or a pond or pool as part of the landscape design. Stormwater features shall not be fenced and shall not impede public use of the land they occupy.
- (2) Qualified Professional. A qualified design professional, such as a landscape architect or certified landscape designer, shall be utilized to incorporate stormwater features into the design of the civic open spaces in a manner that maximizes benefit to people and natural systems.

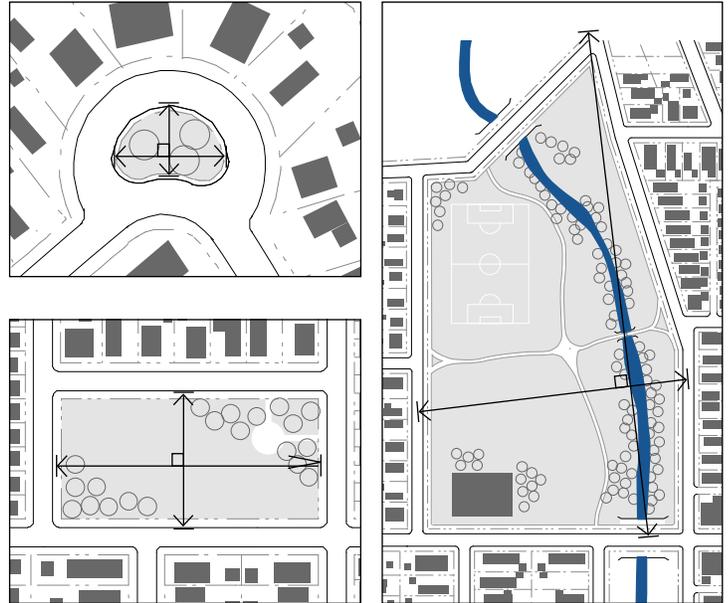


Figure 6.1 (1). Examples of Measuring the Minimum Dimension of Open Space Types.

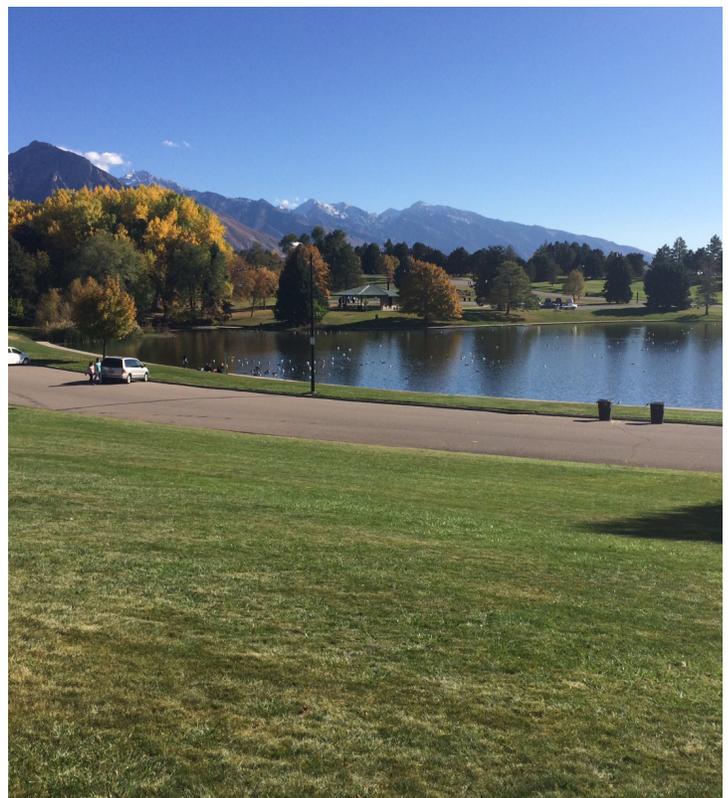


Figure 6.1 (2). Sugarhouse Park Pond/Stormwater Storage.

# 6.0 OPEN SPACE TYPES

## 6.2 Transit Greenway.

### 1. Intent.

To build a greenway as network to offer parks and recreation Downtown. The Transit Greenway includes a walking and biking path, landscaping, public art, and unique experiences. Opportunities also exist for trails and greenways along the TRAX lines. Open space on private property adjacent to transit that supports public access and/or enjoyment is encouraged. Activities in the entire corridor include walking, biking, recreation, socializing, and relaxing. Additional new amenities must support the UTA safety guidelines and regulations for safe streetcar operations.

Open space within required setbacks should be enhanced with landscaping, street furnishings and pathways adjacent to the S-Line, but within required property setbacks, is encouraged. Landscaping that enhances the overall corridor, such as shade trees and screening, is encouraged. Improvements should enhance pedestrian connections to the corridor, create a safer environment by adding “eyes on the corridor” and support building designs that open onto the S-Line and TRAX corridors.

### 2. General Requirements.

Transit Greenway open space must also meet the S-Line Urban Design Standards. The greenway is a part of the Transit Corridor street type for the S-Line and TRAX corridors. All other greenways shall meet the requirements of the Downtown Streetscape Handbook.

Transit Greenway Requirements	
<b>(1) Dimensions</b>	
Minimum Size (acres)	None
Maximum Size (acres)	None
Minimum Dimension (feet)	20' wide
Minimum Access/Exposure	100% of total length of S-Line frontage
Clear Zones	6' minimum pedestrian clear zone maintained around outdoor furnishings/merchandising
<b>(2) Adjacent Parcels</b>	
Permitted Subdistricts	All
Frontage Orientation of Adjacent Parcels	Front onto the open space
<b>(3) Improvements</b>	
Structures Permitted	Not Permitted
Impervious/Semi-Pervious Surface	40% minimum 80% + 10% maximum
Lighting	Required
Seating	1 per 300 square feet
Trees	1 small-medium shade tree per 20' or 1 large shade tree per 30'
Landscaping	50% live plant material in planter areas
Bicycle facilities	1 bike rack slot per 100'

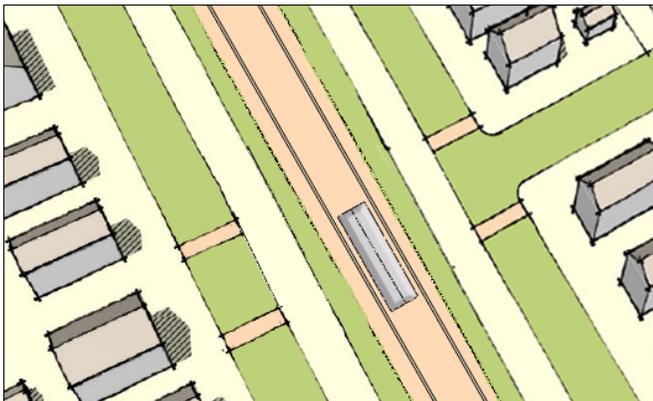


Figure 6.2 (1). Transit Greenway layout.



Figure 6.2 (2). Greenway Example.

## 6.0 OPEN SPACE TYPES



Figure 6.3 (1). Typical Plaza Layout.

### 6.3 Plazas.

#### 1. Intent.

To provide small-scale outdoor space for civic, social and commercial purposes. Plazas on corners highlight the streetscape. The space may also include pedestrian and building access routes. Activities may include meeting, relaxing, performance, casual workspace, outdoor dining. Plazas may also accommodate transit stations, bike facilities, food vendors, events, and performance. Plazas may be publicly or privately owned.

The Plaza may contain a greater amount of impervious coverage than any other Open Space Type. Surfacing shall be brick or concrete pavers or stamped and colored concrete and include street furniture seating for at least 4 persons. Special features such as fountains, public art, game tables, accent lighting are encouraged.



Figure 6.3 (1). Typical Plaza

#### Plaza Requirements

##### (1) Dimensions

Minimum Size (acres)	0.01
Maximum Size (acres)	None
Minimum Dimension (feet)	15' in one direction
Minimum Access/Exposure	50% of total plaza length open to the street or S-Line frontage.
Clear Zones	6' minimum pedestrian clear zone maintained around outdoor furnishings and merchandising

##### (2) Adjacent Parcels

Permitted Subdistricts	All
Frontage Orientation of Adjacent Parcels	Corner, corridor

##### (3) Improvements

Structures Permitted	Semi-enclosed permitted up to max of 10% of plaza space
Impervious/Semi-Pervious Surface	80% maximum
Lighting	Required, max 16' fixture height
Seating	1 per 300 square feet
Trees	1 per 500 square feet
Landscaping	50% live plant material in planter areas
Bicycle Facilities	1 bike rack slot per 1000 sq ft

## 6.0 OPEN SPACE TYPES

### 6.4 Park.

#### 1. Intent.

To provide a natural outdoor space for active or passive recreation. Parks may be publicly or privately owned and access controlled. Activities may include playing field, playground, swimming pool, spa pool, vegetable gardens, barbecue, pavilion, and outdoor gathering areas. Parks may include events and programming. Parks should include a greater amount of pervious coverage and may serve the dual purpose of managing stormwater.



Figure 6.4 (1). Typical Park Layout.

Park Requirements	
<b>(1) Dimensions</b>	
Minimum Size (acres)	0.05
Maximum Size (acres)	None
Minimum Dimension (feet)	50' in one direction
Minimum Access/Exposure	50% of total length of street or S-Line frontage; minimum two access points a minimum of 20' width
Clear Zones	6' minimum pedestrian clear zone maintained around outdoor furnishings/merchandising
<b>(2) Adjacent Parcels</b>	
Permitted Subdistricts	All
Frontage Orientation of Adjacent Parcels	Front or Corner Side
<b>(3) Improvements</b>	
Structures Permitted	Fully enclosed permitted for max of 10% of space
Impervious/Semi-Pervious Surface	30%+10% maximum
Lighting	Required, max 16' fixture height
Seating	1 per 300 square feet
Trees	1 per 500 square feet
Landscaping	50% live plant material in planter areas
Bicycle Facilities	1 bike rack per 1000 sq ft

## 6.0 OPEN SPACE TYPES



Figure 6.5 (1). Typical Courtyard layout.

### 6.5 Courtyard.

#### 1. Intent.

To provide outdoor amenities and living space to property tenants. Activities may include playing field, playground, swimming pool, spa pool, rooftop garden, tot lot, vegetable gardens, barbecue, pavilion, and outdoor gathering areas. Courtyards are typically internal to a development and may be privately owned and access controlled, but are encouraged to be located adjacent to and opening onto the S-Line Corridor where applicable. Courtyards may be publicly or privately owned.

Courtyard Requirements	
<b>(1) Dimensions</b>	
Minimum Size (acres)	0.1
Maximum Size (acres)	1.5
Minimum Dimension (feet)	45' in one direction
Minimum Access/Exposure	50% of total length of street or S-Line frontage. Two access points minimum, 20' minimum width
Clear Zones	6' minimum pedestrian clear zone maintained around outdoor furnishings and merchandising
<b>(2) Adjacent Parcels</b>	
Permitted Subdistricts	All
Frontage Orientation of Adjacent Parcels	Side or Rear
<b>(3) Improvements</b>	
Sports Fields	Not permitted
Playgrounds Permitted	Permitted
Structures Permitted	Semi-enclosed permitted to max of 10% of space
Impervious/Semi-Pervious Surface	30% + 10% maximum
Lighting	Required, max 16' fixture height
Seating	1 per 300 square feet
Trees	1 per 500 square feet
Landscaping	50% live plant material in planter areas
Bicycle Facilities	1 per 1000 sq ft for ground level courtyards only



Figure 6.5 (1). Typical Courtyards.



# 6.0 OPEN SPACE TYPES

## 6.6 Passageway.

### 1. Intent.

To provide mid-block access to public amenities and streets. These can connect pedestrians, bikes and non-motorized vehicles to streets, transit and trails. They should be safe, well-marked routes, and are encouraged to be open to the public wherever possible. These are also included in the street type Paseo, See Chapter 2.15.

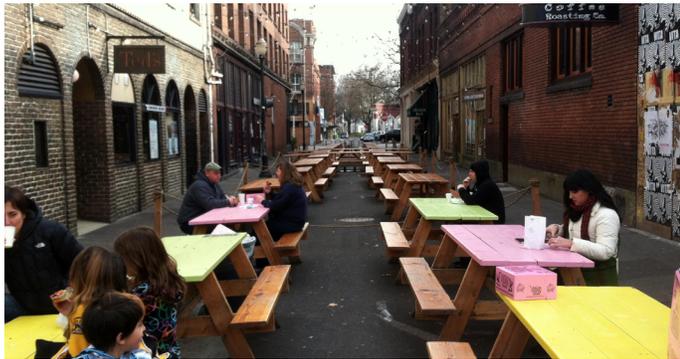


Figure 6.6 (1). Passageway Examples.

### Passageway Requirements

#### (1) Dimensions

Minimum Width	20'
Maximum Length	150'
Minimum Access/Exposure	Minimum of one entry or exit into public space or ROW every 200'
Clear Zones	6' minimum pedestrian clear zone maintained around outdoor furnishings and merchandising

#### (2) Adjacent Parcels

Permitted Subdistricts	All
Frontage Orientation of Adjacent Parcels	NA

#### (3) Improvements

Impervious/Semi-Pervious Surface	No maximum
Lighting	Required, max 16' fixture height
Seating	1 per 1000 square feet for passageways greater than 25' in width
Trees	1 per 1000 square feet for passageways greater than 25' in width
Landscaping	50% live plant material in planter areas

## 6.0 OPEN SPACE TYPES

### 6.7 Individual Open Space.

#### 1. Intent.

To provide small, individual outdoor living space to tenants of a development. Individual open spaces include balconies, porches, stoops, front and back yards. Unfenced areas within setback spaces are not considered individual open spaces. These spaces have a minimum size requirement to encourage seating, eating and outdoor living.

The following applies in all locations where private balconies are incorporated into the facade design facing any street or parking lot, and where private porches or private patios are incorporated at the main floor level.

- (1) Connection to Building. Balconies that are not integral to the facade shall be independently secured and unconnected to other balconies.
- (2) Railings. May vary and may promote privacy within the balcony; railings do not have to be open.
- (3) Projection of Balconies. Balconies may be cantilevered for up to 2 feet; projection of up to 6 feet into the build-to-zone or setback is permitted.
- (4) Privacy. Railings, walls and landscape may extend up to 4' above sidewalk elevation to permit privacy of residential units at street level.
- (5) Balconies cannot be used for storage.

Individual Open Space Requirements	
<b>(1) Dimensions</b>	
Minimum Size	50 square feet (5 X10)
Maximum Size	None
Minimum Dimension (feet)	5' in one direction
Minimum Access/Exposure	None, orientation toward open space is encouraged
Clear Zones	6' minimum pedestrian clear zone maintained around outdoor furnishings and merchandising
<b>(2) Adjacent Parcels</b>	
Permitted Subdistricts	All
Frontage Orientation of Adjacent Parcels	NA
<b>(3) Improvements</b>	
Structures Permitted	Semi-enclosed permitted
Impervious/Semi-Pervious Surface	30% + 10% maximum
Lighting	None required
Seating	None required
Trees	1 small shade tree per 20' or one large shade tree per 30'
Landscaping	50% live plant material in planter areas

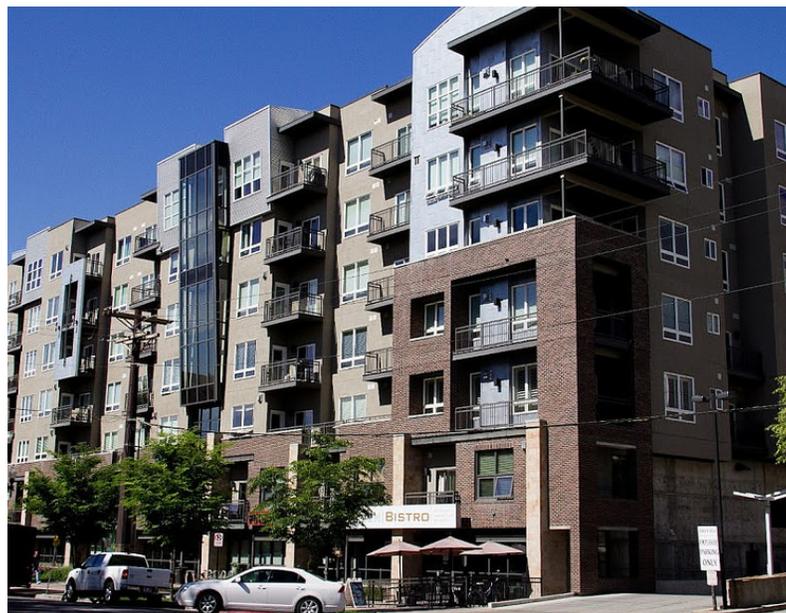


Figure 6.7 (1). Example of Livable Balconies.

# 6.0 OPEN SPACE TYPES

## 6.8 Rooftop Open Space.

### 1. Intent.

To provide building occupants with a shared gathering space, to use land efficiently, and to activate the street. Rooftop open space within the first three stories of the building may be counted as open space. Green roofs, or landscaped areas with no human access, may count as 50% of rooftop open space.

Structures on rooftops are subject to additional review.

Rooftop Open Space Requirements	
<b>(1) Dimensions</b>	
Minimum Size	500 square feet
Maximum Size	None
Minimum Dimension (feet)	20' in one direction
Minimum Access/Exposure	None, orientation toward open space is encouraged; orientation to south encouraged
Clear Zones	6' minimum pedestrian/exit route clear zone maintained around outdoor furnishings and merchandising
<b>(2) Adjacent Parcels</b>	
Permitted Subdistricts	All
Frontage Orientation of Adjacent Parcels	NA
<b>(3) Improvements</b>	
Structures Permitted	Semi-enclosed permitted. Fully enclosed permitted up to 10%
Lighting	Required
Seating	Required
Trees	Recommended
Landscaping	10% minimum planters



Figure 6.8 (1). Rooftop Open Space.

## 6.9 Active Streetscape.

### 1. Intent.

To provide space for additional public amenities, landscaping, or street activation elements. The space will provide primarily landscaped active or passive recreation and gathering space for residents, and to add open space to the overall neighborhood. Active streetscapes require additional improvement to the street buffer zone.

Active Streetscape Requirements	
<b>(1) Dimensions</b>	
Minimum Width	None
Maximum Length	None
Minimum Access/Exposure	100% of width of frontage
Clear Zones	6' pedestrian clear zones must be maintained around outdoor furnishings
<b>(2) Adjacent Parcels</b>	
Permitted Subdistricts	All
Frontage Orientation of Adjacent Parcels	NA
<b>(3) Improvements</b>	
Impervious/Semi-Pervious Surface	No maximum
Lighting	Required as part of streetscape
Seating	1 per 300 square feet as part of streetscape
Trees	1 small shade tree per 20' or one large shade tree per 30' as part of streetscape
Landscaping	50% live plant material in planter areas as part of streetscape



Figure 6.9 (1). Active Streetscape.



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# 7.0 LANDSCAPE

## 7.1 Introduction.

### 1. Intent.

The landscape standards outlined in this section are designed to meet the following set of goals:

- (1) Create a greener, cleaner city.
- (2) To provide for a healthy, long-lived urban forest.
- (3) To improve the appearance of streets and create a buffer between pedestrian and vehicular travel lanes.
- (4) To increase the compatibility of adjacent uses and minimize the adverse impacts created by adjoining or neighboring uses.
- (5) To promote the prudent use of water and energy resources by achieving and maintaining sustainable, functional landscapes.
- (6) To shade large expanses of pavement and reduce the urban heat island effect.
- (7) To enhance the appearance and property values of the community.

### 2. General Requirements.

All areas not building, paving, or streetscape shall be landscaped. All landscape construction shall be constructed as detailed in the South Salt Lake Landscape Handbook.

Property owners are responsible for the maintenance of all required landscape on their property and in the adjacent public right of way. All areas not building or parking shall be landscaped.

### 3. Applicability.

- (1) General Compliance. Application of this section to existing uses shall occur with the following developments:
  - (a) Any development of new or significant improvements to existing parking lots, loading facilities, and driveways. Significant improvements include new driveways, new spaces, new medians, new loading facilities, or complete reorganization of the parking and aisles.
  - (b) Alteration to an existing principal or accessory structure that results in a change of 25% or more in the structure's gross floor area.
  - (c) When compliance is triggered for existing parking lots, landscape improvements shall take precedence over parking requirements.
- (2) Buffers. Landscape buffers are required according to the provisions in this section with the following exceptions:
  - (a) Shared Driveways. Buffers shall not be required along a property line where a curb cut or aisle is shared between two adjoining lots.
  - (b) Points of Access. Buffering is not required at driveways or other points of access to a lot.
- (3) Streetscape. Landscaping along streets is required as outlined in 2.0 Street Types.
- (4) Street Trees. Refer to section 2.0 Streets Types, and the South

Salt Lake Landscape Handbook for appropriate street tree specifications.

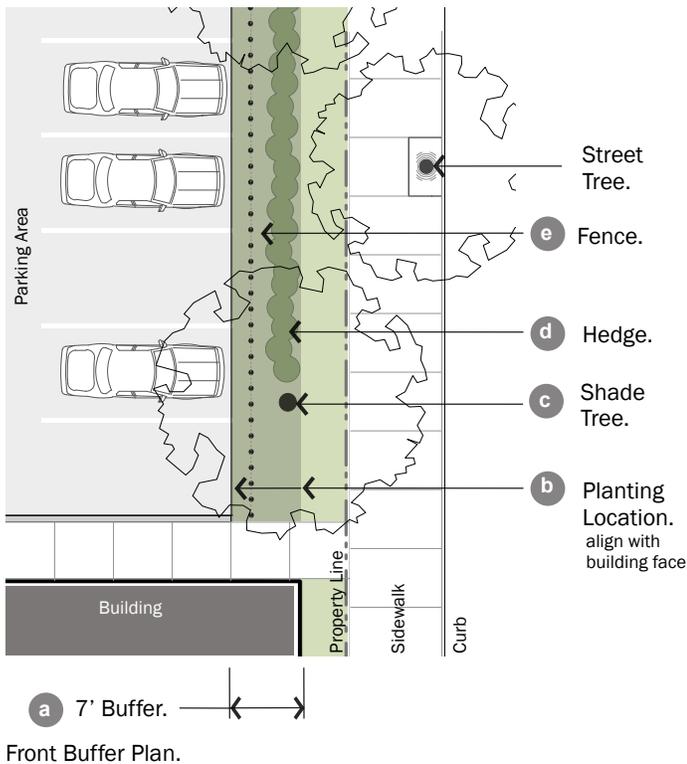
- (5) S-Line Greenway. Landscaping along the S-Line is required as outlined in 2.8 Transit Corridor and 6.8 Transit Greenway.
- (6) Temporary Uses. These provisions do not apply to temporary uses, unless determined otherwise by the Land Use Authority.
- (7) Unless otherwise specified in this chapter, all requirements of the South Salt Lake City Municipal Code pertaining to landscape requirements shall apply.

# 7.0 LANDSCAPE

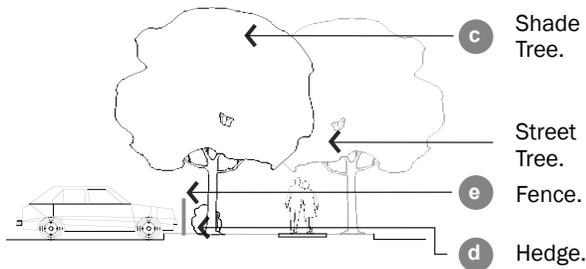
## 7.2 Parking Lot Buffer.

### 1. Intent & Applicability.

- (1) Intent. To lessen the visual impact of vehicular areas on public streets and on adjacent properties.
- (2) General Applicability. Applies to properties in all subdistricts where a vehicular area is located along a property line or adjacent to a right-of-way.
  - (a) All hard surfaced parking lots, including those for vehicle sales, with fourteen or more parking spaces shall provide landscaping in accordance with the provisions of this section.



Front Buffer Plan.



Front Buffer Section.

Figure 7.2 (1) Frontage Buffer Plan and Section.

### 7.2 Parking Lot Requirements

#### 1. Buffer Depth & Location <sup>1</sup>

Depth	7'	a
Location on the Site	Between all property lines and parking area <sup>2</sup>	b

#### 2. Buffer Landscape Requirements

Uses & Materials	Uses and materials other than those indicated are prohibited in the buffer	
Shade Trees	Medium shade tree required at least every 20' or large tree required every 30'; Locate on the street side of the fence; Spacing should alternate with street trees	c
Hedge	Required continuous hedge on street side of fence, between shade trees & in front of vehicular areas	d
Hedge Composition	Individual shrubs with a minimum diameter of 24", spaced no more than 36" on center, height maintained no more than 36"	
Existing Vegetation	May be credited toward buffer area	

#### 3. Fence (optional) e

Location	2' from back of curb of vehicular area
Materials	Composites, steel, wood, or plastic composite wood alternative. Masonry columns (maximum width 2'6") and base (maximum 18" height) permitted. Chain-link not permitted.
Minimum Height	3'
Maximum Height	4'
Colors	No bright or white colors
Transparency	Minimum 70%
Gate/Opening	One pedestrian gate permitted per street frontage; Opening width maximum 6'

Notes:

<sup>1</sup> This screening requirement does not prohibit the installation of or provision for openings necessary for allowable access drives and walkways connecting to the public sidewalk.

<sup>2</sup> In front, corner, and rear yards (on a through lot), when the parking area is located adjacent to any building on the lot, the buffer must be located so that it aligns with or is behind the face of the adjacent building back to the vehicular area. The area between the buffer and the property line must be landscaped.

# 7.0 LANDSCAPE

## 7.3 Side & Rear Buffer.

### 1. Intent & Applicability.

- (1) Intent. To minimize the impact that the Retail Destination subdistrict may have on a neighboring district and to provide a transition between districts.
- (2) General Applicability. Applies to Retail Destination properties adjacent to any property within another district.

7.3 Side & Rear Buffer Requirements	
<b>1. Buffer Depth &amp; Location</b>	
Depth	10' <span style="float: right;">a</span>
Location on the Site	Locate buffers on more intensively zoned lot; Buffer is measured from side and rear property lines.
<b>2. Required Landscape Screen</b>	
Width	5' landscape screen in addition to any other buffer landscaping <span style="float: right;">b</span>
Location	Directly adjacent to the rear or side property line
Hedge or Fence	Continuous double row of shrubs required between shade trees; fences shall be opaque and not white. <span style="float: right;">c</span>
Hedge Composition	Double row of individual shrubs with a minimum diameter of 24", spaced no more than 36" on center; Mature height in one year of 24"
Shade Trees	Medium shade tree required at least every 20' or large tree required every 30'; Locate on the street side of the fence; Spacing should alternate with street trees <span style="float: right;">d</span>
<b>3. Buffer Landscape Requirements</b>	
Uses and Materials	Uses and materials other than those indicated are prohibited within the buffer
Tree Canopy Coverage	1 medium or large shade tree required per 100 square feet of buffer, excluding the area within the required landscape screen
Existing Vegetation	May be credited toward buffer area
Fence	Optional; same standards for frontage buffer 8' height maximum

Notes:

<sup>1</sup> Land Use Authority may reduce width of buffer, width of landscape screen, or location of landscape screen based on existing landscaping and topography.

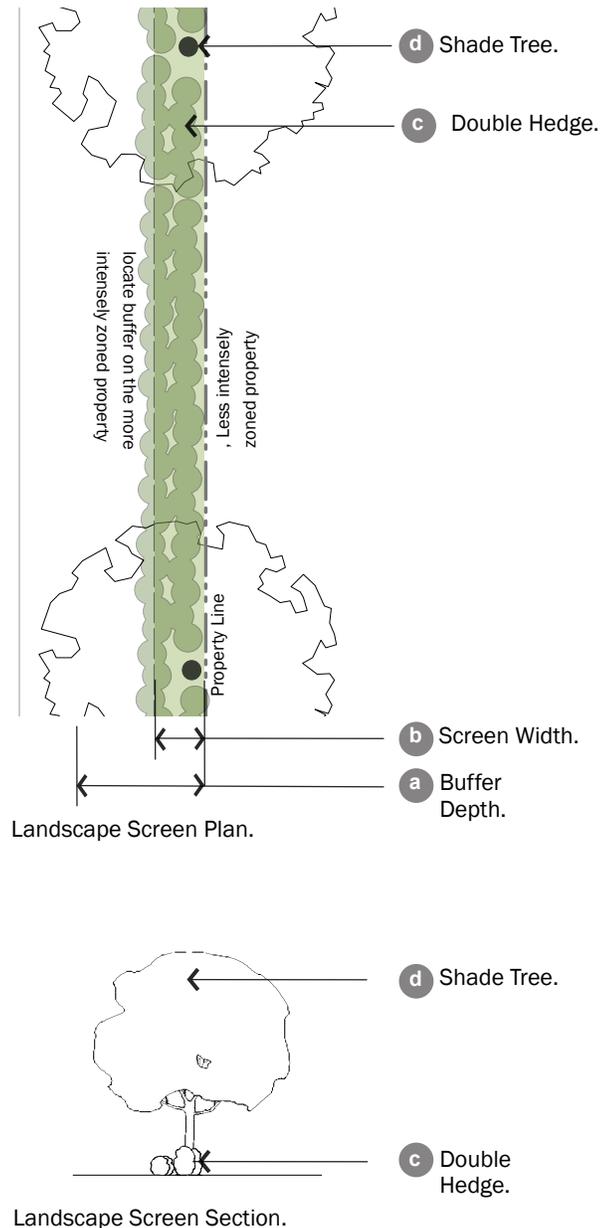


Figure 7.3 (1). Landscape Screen within Side & Rear Buffer.

# 7.0 LANDSCAPE

## 7.4 Active Frontage.

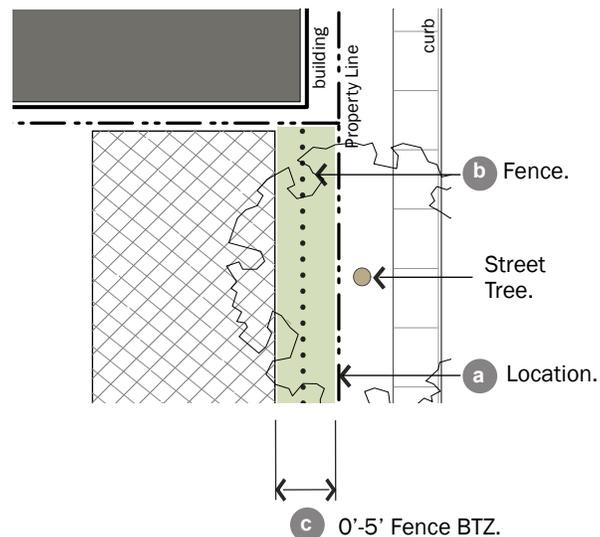
### 1. Intent & Applicability

- (1) Intent. To continue the street wall of adjacent facades; to create a high quality streetscape and interface between public and private space.
- (2) General Applicability. Applies to non-vehicular outdoor sites all in all Subdistricts. For vehicular areas, refer to the 7.2 Parking Lot Buffer.

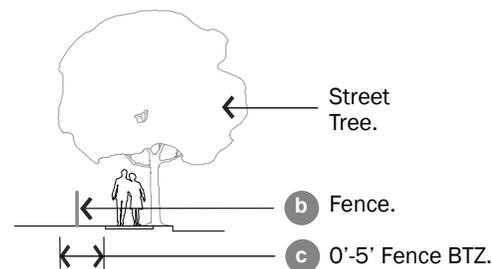
7.4 Active Frontage Requirements	
1. Frontage Location	
<b>Location on the Site</b>	Required adjacent to dining patio or display area when abutting street wall
2. Fence (Optional)	
<b>Location</b>	Between 0' and 5' from the front and corner side property lines; Required only is mandated by Utah Department of Alcoholic Beverage Control or other authority <span style="float: right;">(a) (b)</span>
<b>Materials</b>	Steel or colored PVC; Masonry base or columns permitted <span style="float: right;">(c)</span>
<b>Minimum Height</b>	3'
<b>Maximum Height</b>	4'
<b>Opacity</b>	Minimum 30%; Maximum 60% <sup>1</sup>
<b>Gate/Opening</b>	One gate permitted per street frontage; Opening width maximum 6'
3. Landscape Requirements	
<b>Trees</b>	Required to keep line of street wall
<b>Landscaping</b>	10% of buffer area required to have live plants

Notes:

<sup>1</sup> Fence may be solid if 42" or less in height



Active Frontage Plan.



Active Frontage Section.

Figure 7.7 (1). Active Frontage.

# 7.0 LANDSCAPE

## 7.5 Interior Parking Lot Landscape.

### 1. Intent & Applicability.

- (1) Intent. To provide shade, minimize paving & associated stormwater runoff, and improve the appearance of parking lots.
- (2) General Applicability. All open-air, off-street parking lots in all subdistricts.
- (3) Other Internal Parking Lot Areas. Internal areas not dedicated to parking or drives shall be landscaped with a minimum of one medium or large shade tree for the first 150 square feet and one medium or large shade tree for every 650 square feet thereafter.
- (4) Existing Vegetation. Existing vegetation may be credited toward these requirements.
- (5) All landscaped islands are encouraged to accommodate stormwater runoff with slotted curbs, trench drains or similar.

7.5 Interior Parking Lot Landscape Requirements	
<b>1. Landscape Island Requirements</b> <span style="float: right;">a</span>	
<b>Required Island Locations</b> <span style="float: right;">b</span>	Terminal ends <sup>2</sup> of free standing rows or bays of parking; After every ninth parking space for rows of parking greater than 8 spaces in length <sup>3</sup>
<b>Minimum Width</b>	5'; Islands less than 15' must utilize structural soil under any paved surface within a tree's critical root zone; Islands under 9' shall provide for aeration
<b>Required Trees Within Islands</b> <span style="float: right;">c</span>	Minimum of 1 medium or large shade tree per island
<b>2. Landscape Median Requirements</b> <span style="float: right;">d</span>	
<b>Required Median Location</b>	Required in each free-standing bay of parking along the length of the bay
<b>Minimum Width</b>	5'; Medians less than 15' wide must utilize structural soil under any paved surface within a tree's critical root zone
<b>3. Tree Requirements</b>	
<b>Requirements per Parking Space</b> <sup>4</sup>	Each parking space must be located within 50' of a tree planted within parking lot interior Minimum of 1 shade tree must be planted within parking lot interior or within 4' of parking lot's edge for every 3 parking spaces
<b>Tree Canopy Shade</b> <sup>5</sup>	Within 20 years of tree installation, 30% of the interior of the parking lot should be shaded by tree canopy. Refer to Table 7.5 (1) for calculation.

Notes:  
<sup>1</sup> Parking lot interior is defined as the area dedicated to parking on a given parcel as measured from edge of pavement to edge of pavement.  
<sup>2</sup> Freestanding rows or bays of parking are those not abutting the parking lot perimeter or building face, and may have a single or double row of parking.  
<sup>3</sup> There shall be no more than 8 continuous parking spaces in a row without a landscape island.  
<sup>4</sup> Trees within a designated buffer area may not be utilized to meet these requirements  
<sup>5</sup> Small trees may be approved in cases of utility conflicts with existing utilities.

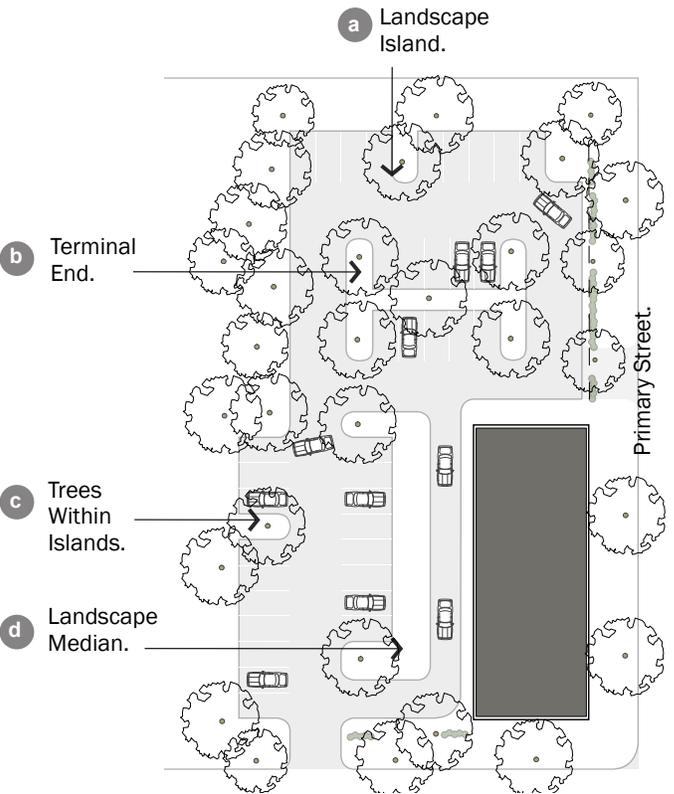


Figure 7.4 (1). Interior Parking Lot Landscaping.

Table 7.5 (1). Tree Canopy Calculation		
Tree Size	Estimated Canopy at Maturity (sq ft)	Estimated Height at Maturity (ft)
Small	400	15'-25'
Medium	900	25'-40'
Large	1600	40'+

# 7.0 LANDSCAPE

## 7.6 Screening of Buildings.

### 1. Intent & Applicability.

- (1) Intent. To reduce the visibility of opaque walls and to create a more friendly pedestrian experience.
- (2) General Applicability. Any facade with under 50 percent transparency is required to include a minimum of 25 percent landscaping that screens the blank surface.

### 7.6 Screening of Buildings

#### 1. Building Screening Requirements

<b>Location on the Site</b>	Required adjacent to walls with less than 50% transparency
<b>Screen Wall Height</b>	Height as approved by Land Use Authority to accomplish objective of the screen; minimum 8'
<b>Landscape Requirement</b>	Landscaping requirement applicable to all facades visible from any public right-of-way or any residential uses. Must provide coverage of 25% minimum

#### 2. Landscape Requirements

<b>Trees</b>	Required every 20' for medium trees of every 30' for large trees
<b>Hedge Composition</b>	Individual shrubs with a minimum diameter of 24", spaced no more than 36" on center, height maintained no more than 36"
<b>Existing Vegetation</b>	May be credited toward buffer area



Figure 7.6 (1). Screening of Buildings.

# 7.0 LANDSCAPE

## 7.7 Screening of Open Storage, Refuse Areas, and Utility Appurtenances.

### 1. Intent & Applicability.

- (1) Intent. To reduce the visibility of refuse areas, and utility appurtenances from public areas and adjacent properties.
- (2) General Applicability. All waste containers, open storage, refuse areas, and utility appurtenances in all subdistricts.

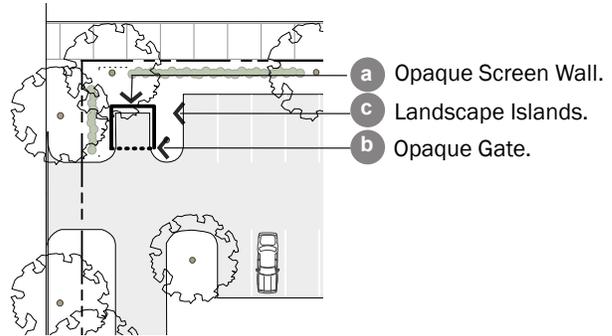


Figure 7.7 (1). Screening of Open Storage & Refuse Areas.

7.7 Screening of Open Storage, Refuse Areas, & Utility Appurtenances	
1. Open Storage & Refuse Area Screening Requirements	
<b>Location on the Site</b>	Not permitted in front or corner side yards
<b>Opaque Screen Wall <sup>1</sup></b>	Required around 3 sides of the dumpster and refuse area matching building exteriors or as approved by the Land Use Authority <b>a</b>
<b>Screen Wall Height</b>	Height as approved by Land Use Authority to accomplish objective of the screen; minimum 6'
<b>Visible Openings</b>	Openings visible from the public way or adjacent properties must be furnished with opaque gates <b>b</b>
<b>Landscape Requirement</b>	If refuse area is located within larger paved area, such as a parking lot, landscape islands must be located on 3 sides of the area, with at least 1 medium or large shade tree in at least 1 of the landscape areas <sup>2</sup> <b>c</b>
2. Utility Appurtenance Screening Requirements	
<b>Large Private Mechanical Equipment <sup>3</sup></b>	Equipment equal to or greater than 4' in height shall be fenced with opaque wood or brick-faced masonry on all sides facing a public street and/or the S-Line corridor
<b>Small Private Mechanical Equipment <sup>4</sup></b>	Equipment smaller than 4' in height shall have landscape screening and a shrub bed containing shrubs with a minimum 24" diameter spaced no more than 36" on center

Notes:

<sup>1</sup> Vertical structured barrier to visibility at all times such as a fence or wall

<sup>2</sup> This tree, if located within 50' of a parking space, may be utilized to meet the minimum shade requirements



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# 8.0 PARKING

## 8.1 Introduction.

### 1. Intent.

Parking requirements are established to accomplish the following:

- (1) To ensure an appropriate level of vehicle parking and maximize its utilization.
- (2) To provide shared public parking on-street and in parking lots to serve visitor and patron needs.
- (3) To allow projects to match their parking to their tenant needs.
- (4) To support transit oriented development.
- (5) To improve walkability, bikeability, and alternative transportation.
- (6) To mitigate the impacts of parking lots on urban character and streetscape.

### 2. General Requirements.

Refer to Chapter 17.27 of the South Salt Lake Municipal Code for specific design requirements.

- (1) Parking is not allowed to occupy the corner in any district. Parking facilities shall not occupy ground story of a building or corner of property within 60' of street intersections.
- (2) Parking shall not predominate street frontages. In Station and Greenway subdistricts, all parking must be in the rear of buildings. In the Mixed Use subdistrict, one double-loaded aisle of visitor parking (maximum width of 72 feet), located perpendicular to a public street frontage, is permitted and is exempt from the front property line coverage (See Building Types).  
  
In the Retail subdistrict, parking shall not occupy more than 50% of a project's street frontage.
- (3) Surface parking lots with 50 stalls or more must be considered future development sites and be designed to facilitate this conversion. This includes designation of a Parking Grid (see Street Type 2.14)
- (4) All parking on frontages and property lines must be screened according to Chapter 7.0 Landscape.
- (5) Bicycle Parking. Refer to 17.27.060 of the South Salt Lake Municipal Code.

### 3. Applicability.

This section shall apply to all new developments and changes in use or intensity of use for existing development, in any subdistrict.

- (1) Damage or Destruction. Refer to Chapter 17.23 of the South Salt Lake Municipal Code. When applicable, any associated off-street parking spaces or loading facilities must be re-established based on the requirements of this section.
- (2) Site Plan Approval Required. Parking quantities, design, and layout shall be approved through the development application process and meet the standards of the current parking chapter with the following exception of parking standards as listed in Table 8.1 (1.1).  
  
The Land Use Authority may consider increases or reductions to standards outlined in Table 8.1 (1), up to 20% of the standard requirement. Parking in excess of these standards may be permitted in the Mixed Use, Station, and Retail Destination Districts, provided that the parking is entirely contained within a parking structure.
- (3) Unless otherwise stated in this chapter, all requirements of the South Salt Lake City Municipal Code pertaining to parking and access requirements shall apply.

**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

# 8.0 PARKING

## 8.2 Residential Parking Requirements.

- (1) All Residential Uses have a parking requirement as listed in Table 8.1.(1.1)
- (2) Residential parking requirements may be adjusted using the Parking Rate Reductions as listed in Table 8.1.(2) and/or the Shared Parking Reduction Table 8.1.(4)
- (3) On-street parking may not be counted toward residential parking requirements.

## 8.3 Commercial Parking Requirements.

- (1) All Commercial Uses (Civic, Retail, Service, Office & Industrial) have parking recommendations as listed Table 8.1(1.2).
- (2) 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.

## 8.4. Parking Wayfinding.

All public, patron and visitor parking shall be adequately signed to facilitate its use. Projects are required to provide this wayfinding and submit a plan for this as a part of the Design Review Committee review.

## 8.5 Stormwater Management in Parking Lots.

Incorporation of stormwater management best practices is required, such as incorporating drainage swales and slotted curbs in medians and islands in the Landscape Zone in parking lots. Final design shall meet the requirements of the City Engineer. See Figure 2.3 (4) for reference.

**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 (1.2). 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			

# 9.0 SIGNAGE TYPES

## 9.1 INTRODUCTION.

### 1. Intent.

This section seeks to enhance the economic and aesthetic appeal of the Downtown South Salt Lake Area through the reasonable, orderly, safe, and effective display of signage. Signage should contribute to the identity and brand of downtown.

### 2. General Requirements.

Compliance with the regulations outlined shall be attained under the following situations:

- (1) Newly Constructed or Reconstructed Signage. All new signs and structural improvements to existing signs.
- (2) Change in Use for Single Business Signage. For signage serving one business, whenever the existing use is changed to a new use resulting in a change in signage, including rewording.

### 3. Applicability.

These standards shall apply to signage in all subdistricts for non-residential uses only. Unless otherwise stated in this chapter, all requirements of Title 17.16 of the South Salt Lake City Municipal Code pertaining to sign requirements shall apply. Refer to the South Salt Lake City Sign Ordinance for permit processes, construction, design and maintenance standards.

### 4. Sign Location.

Unless otherwise specified, signs shall only be located within the boundaries of the lot and not in the right-of-way or on public property.

- (1) Certain Sign Types may extend beyond a property line into the right-of-way or public property with permission from the Land Use Authority and in accordance with the regulations outlined in 17.16.100 of the South Salt Lake City Municipal Code.
- (2) No sign shall be attached to a utility pole, traffic poles, tree, standpipe, gutter, or drain.
- (3) Signs shall be erected so as to permit free ingress to or egress from any door, window, the roof, or any other exit-way required by the building code or by fire department regulations.
- (4) No sign shall be erected or maintained in such a manner as to obstruct free and clear vision of, interfere with, or be confused with any authorized traffic sign, signal, or device, or where it may interfere with vehicle or train line-of-sight. See 17.06.030 for clearance regulations/
- (5) Pedestrian Orientation. Signs oriented to the pedestrian realm are required for each entryway on a public street, the S-Line Corridor, or a Passageway. These signs should be mounted at a comfortable height and be clear and legible from the close range at which a pedestrian encounters the sign. The bottom edge of each sign should be within 14' of the ground plane, and shall not exceed a total of 25 square feet.

### 5. Illumination.

All signs shall be illuminated according to the following provisions unless otherwise stated.

- (1) Signs shall be illuminated only by steady, stationary light sources directed solely at the sign or internal to it, except as permitted for Electronic Message Boards for Marquee signs.
- (2) Individual letters or logos may be internally illuminated as permitted per each sign type; no other portion of the sign shall be internally illuminated.
- (3) When an external artificial light source is used to illuminate a sign, the lamp (or bulb) shall be located, shielded, and directed so as to not be visible from any public street or private residence.
  - (a) No receptacle or device housing a permitted light source which is attached to the sign itself shall extend more than 18 inches from the face of the Sign.
  - (b) If ground lighting is used to illuminate a sign, the receptacle or device should not extend more than 12 inches above ground and must be fully screened and housed.
- (4) The illumination of any sign, resulting from any internal or external artificial light source, shall not exceed 250 nits at the sign face during the day and 125 nits at the Sign face after sunset, with no light trespass onto adjacent property.

### 6. Computation.

The following standards apply to computing the area of signs by type and by building lot. Refer to the Sign Types 9.3-9.11 for more information.

- (1) Temporary signs and directional signs are not included in the maximum signage area calculations, unless otherwise specified.
- (2) Height for monument signs is measured from the average grade at the front property line to the top of the sign.
- (3) For the purposes of determining area, lot width or frontage is measured along the front property line.
  - (a) If the lot is a corner lot, the width shall be measured along the front yard.
  - (b) Building frontage is the width of the front facade of a building.

### 7. Temporary Signs.

The following standards apply to temporary signage.

- (1) Each use may be allowed one temporary A-frame sign.
- (2) Temporary signs shall not be located in the public ROW or clear view area.
- (3) Temporary sign exposure is limited to three 30 day periods.
- (4) Temporary signs shall not be used for long term or permanent advertising, and shall only be allowed for grand opening events, seasonal events, or other special events or promotions.

## 9.0 SIGNAGE TYPES

### 9.2 Sign Types.

#### 1. Sign Type Requirements.

The following pertain to specific sign types detailed in this section.

- (1) Temporary Signs. A-Frame signs constructed of white plastic or wood and internally weighted are allowed. Such signs shall be no greater than eight square feet per side. One such sign is allowed per business and must be located outside of the public right of way.
- (2) Window Signs. Window Signs shall not count towards a lot's maximum permitted amount of signage. Refer to 9.9 Window Signs.
- (3) Signs Facing onto Parking Lots. One sign is permitted in addition to the maximum.
  - (a) Permitted Sign Types are a wall, projecting, or awning sign.
  - (b) Maximum sign area is 30 square feet.
  - (c) Permitted location is either the side or rear facade along a parking lot.
  - (d) If such signs face existing single family homes, they may not be illuminated.
- (4) Iconic Sign Elements. Iconic signs may be allowed at the discretion of the Land Use Authority if the lighting of the sign does not significantly impact adjacent neighbors and the sign helps to identify the Downtown South Salt Lake Area. Such signs shall comply with the following.
  - (a) Symbol or Logo Size. The symbol may not be larger than 8 feet in any direction, included in overall sign area and the surface area counts towards the Maximum Permitted Quantity of Signage per Lot.
  - (b) No moving parts or external illumination of the symbol may be provided.
  - (c) Text. The text component of the may not be more than 30% of the overall area of the sign.
- (5) Historic signs. Developers shall inventory historic signs as part of their site plan approval. Historic signs are encouraged to remain and be adapted for reuse, subject to approval by the Land Use Authority.



Figure: Historic Bowling Alley Sign

# 9.0 SIGNAGE TYPES

## 9.3 Wall Sign.

### 1. Intent.

Wall Signs, also known as flat, channel letter, or band signs, are mounted directly to the building face to which the sign is parallel. Refer to Figures 9.3 (1) and 9.3 (2).

### 2. Regulations.

Wall Signs shall be developed according to the standards in Table 9.3 (1).

- (1) Wall Signs shall not cover windows or other building openings.
- (2) Wall Signs shall not cover architectural building features, and shall be architecturally compatible with the building.
- (3) Painted Signs, a type of Wall Sign painted onto the building face displaying the business name or activity, may be permitted by the Land Use Authority, subject to the conditional use standards established for painted wall signs in the South Salt Lake City Municipal Code.
- (4) Nameplate signs indicate the name or occupation of the tenant. They shall be subject to all of the requirements of the Wall Sign type, 9.3, but shall be no larger than three square feet maximum per use.
- (5) No wall signs shall be permitted on any facade facing an existing single family residential zone, except for iconic sign elements as approved by the Land Use Authority, or parking lot signage as allowed in 9.2 (1) (3).

### 3. Computation.

The area of a Wall Sign is calculated using the following information.

- (1) Wall Signs. Area is calculated by drawing the smallest possible square or rectangle around the largest letters and/or elements, as is illustrated in Figure 9.3 (2).
- (2) Painted Sign. Area is calculated by measuring the area of the smallest square or rectangle that can be drawn around all of the

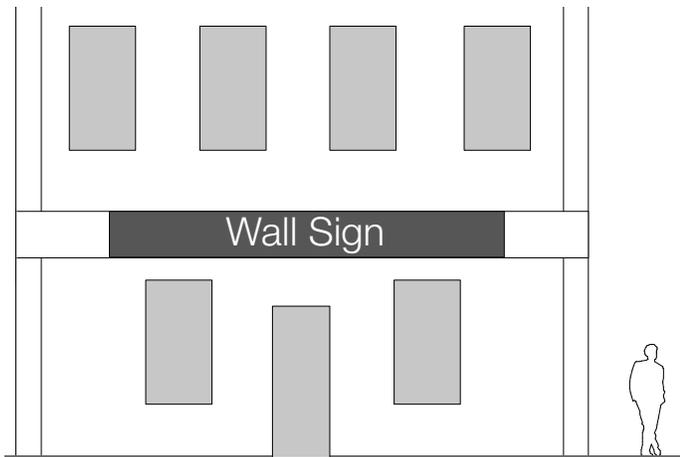


Figure 9.3 (1). Wall Sign.

Table 9.3 (1). Wall Sign Requirements

<b>Permitted Districts</b>	All subdistricts
<b>Sign Area</b>	15% of building frontage and 5% of non-frontage sides for Station Area Subdistrict. or 2 square feet per 1 linear foot of facade width with a maximum of 150 square feet per sign for other subdistricts; 3 square feet maximum per use for nameplate signs.
<b>Height</b>	3' maximum letter or element height
<b>Location</b>	Permitted on all facades facing a public ROW
<b>Placement</b>	1' maximum projection from building face
<b>Quantity</b>	1 per building frontage
<b>Internal Illumination</b>	Permitted for individual letters and logos
<b>Materials</b>	Solid wood, metal, masonry & neon glass; Plastic & synthetics permitted only as separate alphanumeric characters or logos



Figure 9.3 (2). Measuring Wall Signs.



Figure 9.3 (3). Wall Sign Example.



Figure 9.3 (4). Painted Wall Sign Example.

# 9.0 SIGNAGE TYPES

## 9.4 Projecting Sign.

### 1. Intent.

A Projecting Sign is attached to and projects from a building face or hangs from a support structure attached to the building face. Sign faces are typically perpendicular to the building face, but may be at an angle greater than 45 degrees from the facade. The sign may be vertically or horizontally oriented. Refer to Figure 9.4 (1).

### 2. Regulations.

Projecting Signs shall be developed according to the standards in Table 9.4 (1).

- (1) No projecting signs shall be permitted on any facade facing an existing single family residential zone, except for iconic sign elements as approved by the Land Use Authority.
- (2) Backlit box or cabinet signs are not permitted.

**Table 9.4 (1). Projecting Sign Requirements**

<b>Permitted Districts</b>	All subdistricts
<b>Sign Area</b>	1.5 sq ft of sign area for each 1' of linear building frontage
<b>Height</b>	8' maximum sign length, 10' minimum clearance to pedestrian realm required; 20' maximum height
<b>Location</b>	Permitted on all facades facing a public street or S-Line; Sign and structural supports shall not extend above the eave or parapet
<b>Placement</b>	Shall not project further than 3' from the building
<b>Quantity</b>	1 per tenant per building
<b>Sign Separation</b>	No projecting signs shall be located closer together than 25'
<b>Internal Illumination</b>	Permitted for individual letters and logos

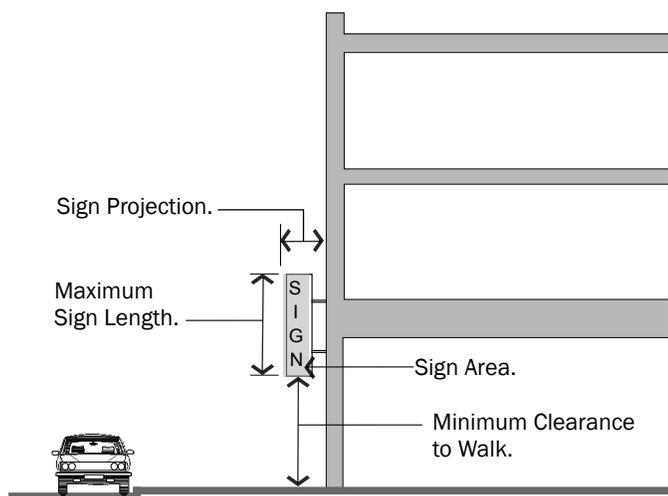


Figure 9.4 (1). Projecting Sign.

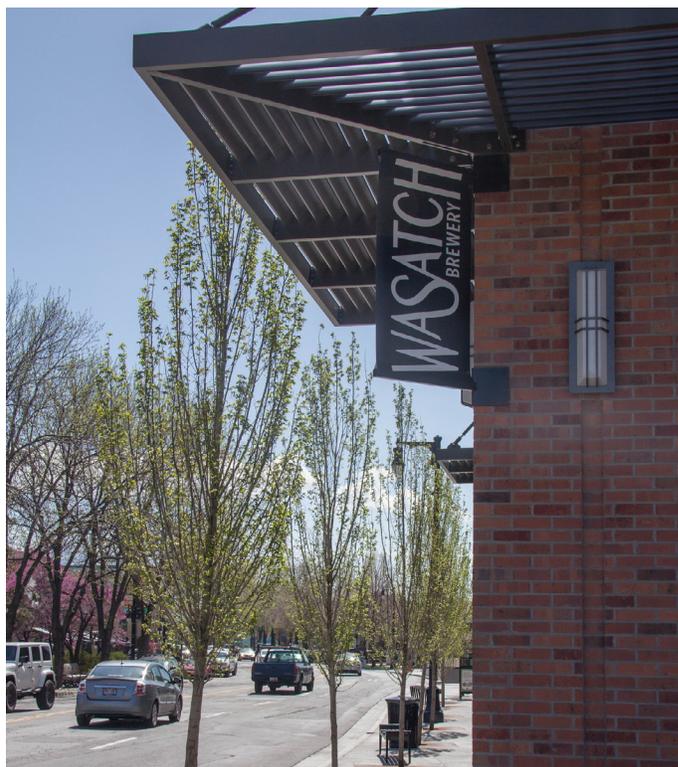


Figure 9.4 (2). Projecting Sign Example.

# 9.0 SIGNAGE TYPES

## 9.5 Projecting Marquee Sign.

### 1. Intent.

A Projecting Marquee Sign is a projecting sign designed to have changing messages and two to three sign faces. Refer to Figure 9.5 (1).

### 2. Regulations.

Projecting Marquee Signs shall be developed according to the standards in this section and Table 9.5 (1).

- (1) Manually Changeable Copy Boards are permitted.
- (2) Electronic Message Boards are permitted.

### 3. Computation.

The sign area is calculated by combining the area of all exposed sign faces and the cabinet or structure surrounding them.

**Table 9.5 (1). Projecting Marquee Sign Requirements**

<b>Permitted Districts</b>	All subdistricts, limited to Assembly Uses or Theater Uses per 4.0 Uses
<b>Sign Area</b>	No maximum area for sign type; minimum two faces per sign
<b>Height</b>	10' minimum clearance to ground plane required
<b>Location</b>	Front and corner side facades only
<b>Placement</b>	Maximum projection from building is 6'; Shall not project closer than 2' from back of curb
<b>Quantity</b>	1 per lot
<b>Internal Illumination</b>	Permitted for individual letters and logos
<b>Materials</b>	Solid wood, metal, masonry and neon glass. Plastic and synthetics permitted only on Sign face

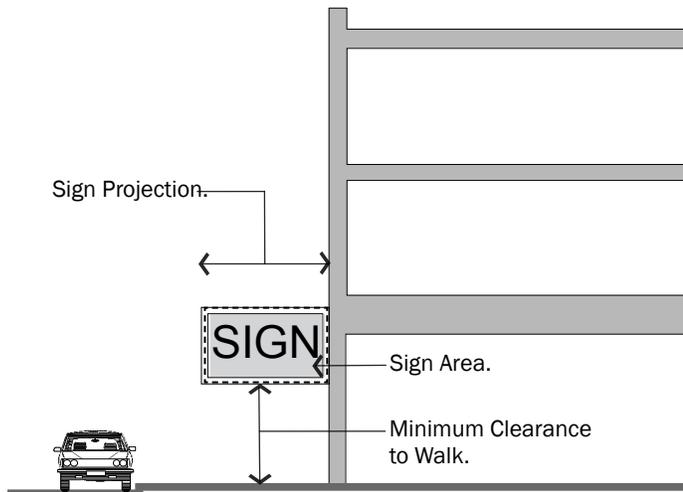


Figure 9.5 (1). Projecting Marquee Sign.



Figure 9.5 (2). Projecting Marquee Sign Example.

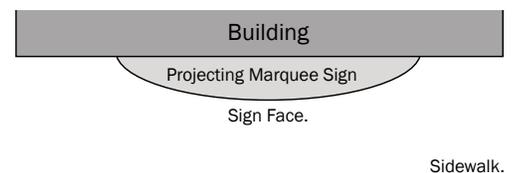
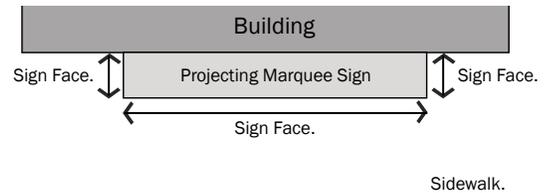
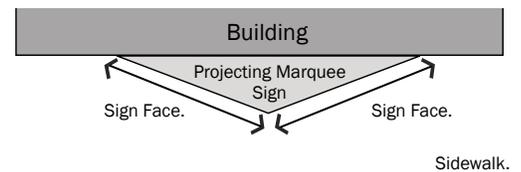


Figure 9.5 (3). Projecting Marquee Sign Plan.

# 9.0 SIGNAGE TYPES

## 9.6 Awning Sign.

### 1. Intent.

A sign that is mounted, painted, or otherwise applied on or attached to an awning or canopy. Refer to Figures 9.6 (1) and 9.6 (2).

### 2. Regulations.

Awning Signs shall be developed according to the standards in Table 9.6 (1).

### 3. Computation.

The area of an Awning Sign is calculated by drawing the smallest possible square or rectangle around the largest letters and/or elements of the sign portion of the awning, as is illustrated in Figure 9.6 (2).

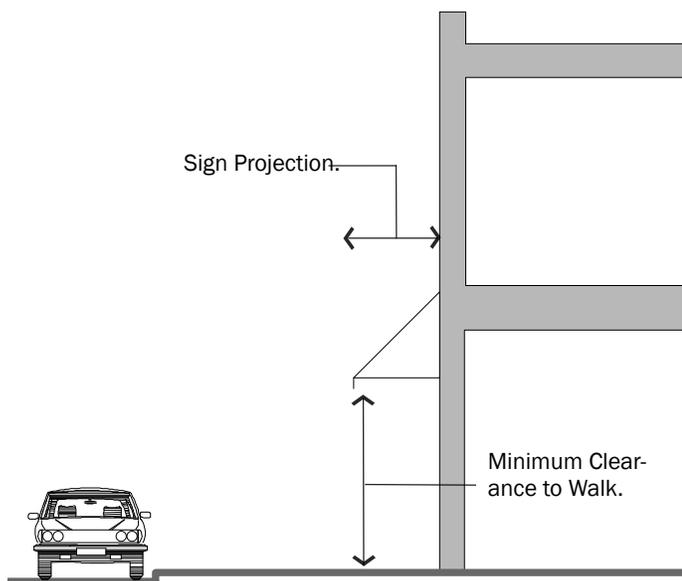


Figure 9.6 (1). Awning Sign.

Table 9.6 (1). Awning Sign Requirements	
Permitted Districts	All subdistricts
Sign Area	Up to 50% of the awning may be used for signage
Height	8' minimum clearance to walk required
Location	Permitted on all facades
Placement	Maximum projection from building is 4'; Shall not project closer than 2' from back of curb; Shall not block any window, door, or the building roof
Quantity	1 per tenant per street frontage; 1 per tenant per side or rear facade on a parking lot
Internal Illumination	Not permitted
Materials	Cloth, canvas, metal, glass or wood; All supports shall be made of metal or wood. Additional design standards in building types.

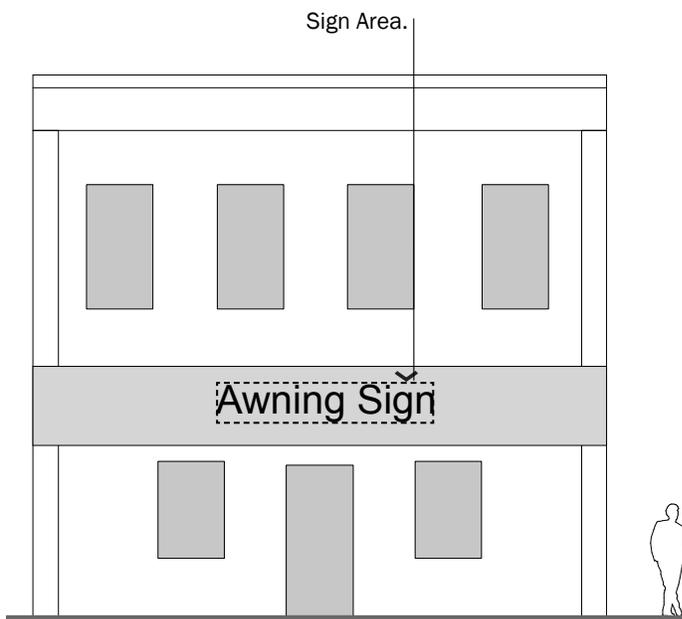


Figure 9.6 (2). Measuring Awning Signs.

# 9.0 SIGNAGE TYPES

## 9.7 Canopy-Mounted Sign.

### 1. Intent.

A sign with individual alphanumeric characters and/or logos that is mounted on top of a permanent canopy on the facade of the building. Refer to Figures 9.7 (1) and 9.7 (2).

### 2. Regulations.

Canopy-Mounted Signs shall be developed according to the standards in Table 9.7 (1).

### 3. Computation.

The area of a Canopy-Mounted Sign is calculated by drawing the smallest possible square or rectangle around the largest letters and/or elements of the sign portion of the Canopy-Mounted Roof Sign, as is illustrated in Figure 9.7 (2).

**Table 9.7 (1). Canopy-Mounted Sign Requirements**

<b>Permitted Districts</b>	All subdistricts
<b>Sign Area</b>	Up to 80% of the length of the canopy may be used for signage up to 150 square feet
<b>Height</b>	2' maximum letter or element height; Cannot project more than 2' above roof line of canopy
<b>Location</b>	Permitted on all facades
<b>Placement</b>	Shall not block any window, door, or the building roof.
<b>Quantity</b>	1 per tenant per public street and S-Line corridor frontage; 1 per tenant per side or rear facade on a parking lot
<b>Internal Illumination</b>	Permitted for individual letters and logos
<b>Materials</b>	Solid wood, metal, and neon glass

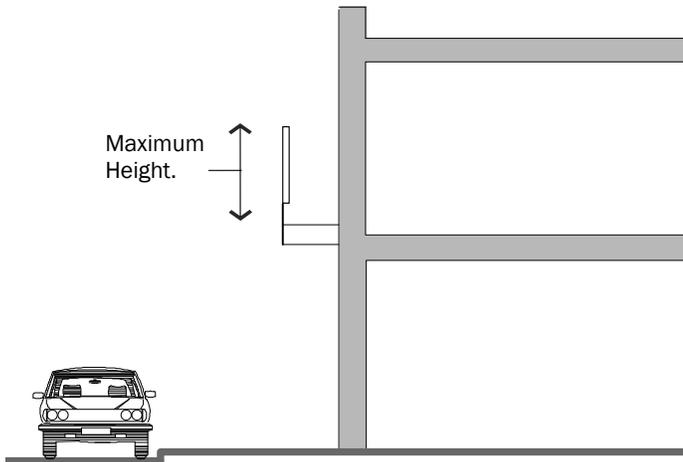


Figure 9.7 (1). Canopy-Mounted Sign.

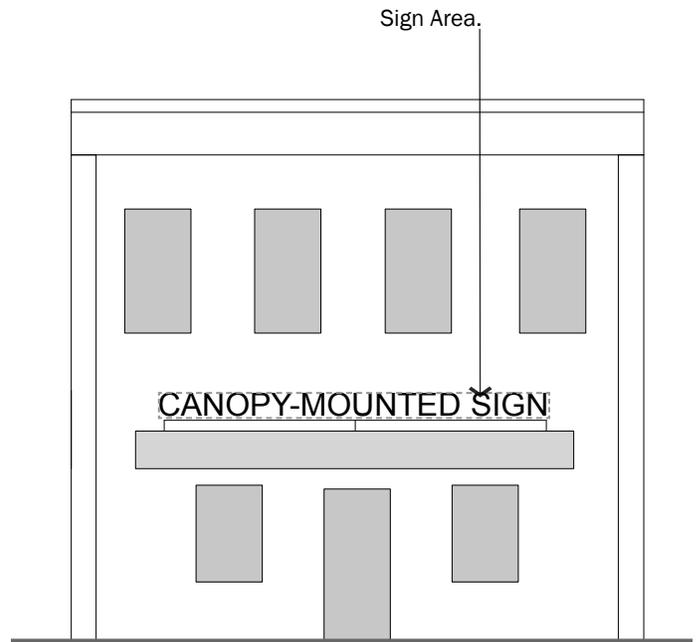


Figure 9.7 (2). Measuring Canopy-Mounted Signs.

# 9.0 SIGNAGE TYPES

## 9.8 Roof Sign.

### 1. Intent.

A Roof Sign consists of individual letters or elements. It is erected on the roof of a building and projects above the highest point of the roof line or parapet of the building. It is typically situated parallel to the adjacent street and does not project beyond the front facade of the building. Refer to Figures 9.8 (2) and 9.8 (3).

### 2. Regulations

Roof Signs shall be developed according to the standards in Table 9.8 (1). Roof signs shall only be permitted for buildings undergoing a change of use or buildings in conformance with code. Guide wires and structural supports shall be placed where least visible from public view.

### 3. Computation.

The area of a Roof Sign is calculated by drawing the smallest possible square or rectangle around the largest letters and/or elements as is illustrated in Figure 9.8 (3).



Figure 9.8 (1). Roof Sign Example.

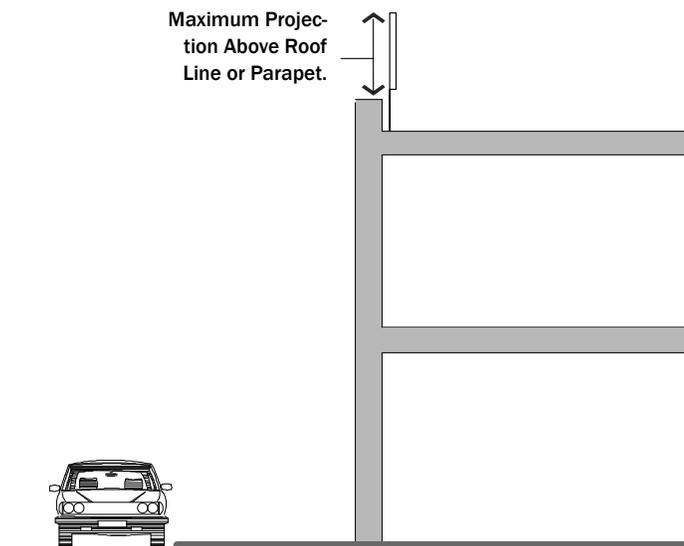


Figure 9.8 (2). Roof Sign.

9.8 (1) Roof Sign Requirements	
Permitted Districts	All subdistricts
Sign Area	1.5 sq ft per 1' building frontage, 100 sq ft maximum
Height	3'-6" maximum height of letters & elements; Cannot project more than 4' above roof line or top of parapet
Location	Above parapet or eave of roof type on any building.
Placement	Shall not project beyond the front facade of the building
Quantity	1 per lot
Internal Illumination	Permitted for individual letters and logos. External illumination is not permitted.
Materials	Solid wood, metal, masonry; Plastic & synthetics permitted only as separate alphanumeric characters or logos Neon glass is permitted provided the neon is not visible from the rear of the sign

Table 9.8 (1). Roof Sign Requirements.

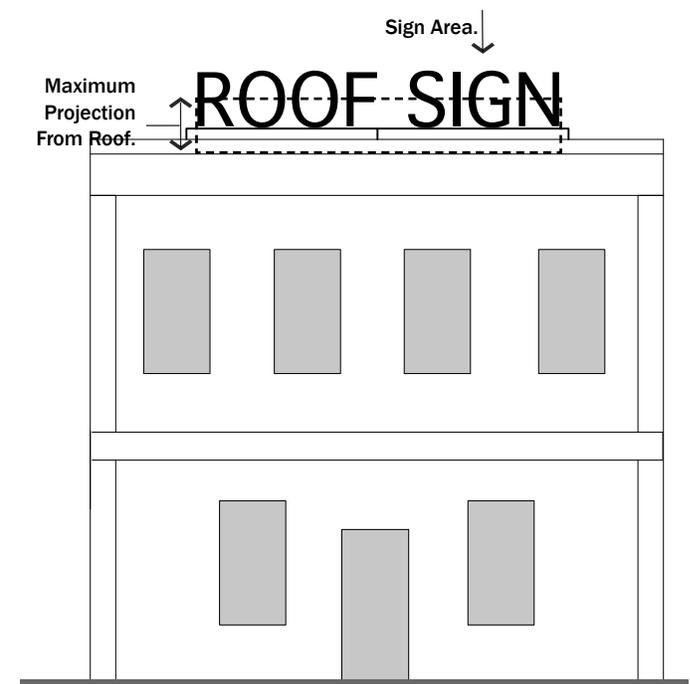


Figure 9.8 (3). Measuring Roof Signs.

# 9.0 SIGNAGE TYPES

## 9.9 Window Sign.

### 1. Intent.

A Window Sign is posted, painted, placed, or affixed in or on a window exposed for public view or is a sign hung inside the building facing the window for public view. Window signs should be durable and adhered permanently to the interior surface. Refer to Figure 9.8 (1).

### 2. Regulations.

Window Signs shall be developed according to the standards in Table 9.8 (1).

### 3. Computation.

A series of windows that are separated by frames or supporting material of less than six inches in width shall be considered a single window for the purposes of computation.

- (1) Measurement. To measure sign area percentage, divide the total sign area by the total window area, as illustrated in Figure 9.8 (1).
- (2) Maximum Allowance. Window Signs are not counted toward a site's maximum signage allowance.
- (3) Exempt Signs. Address and hours of operation are considered exempt Signs and are not counted in the Window Sign area calculation.
- (4) Temporary Window Signs. Temporary Window Signs must be included in the total percentage of signage per window calculation.
- (5) Window Signs may not be internally illuminated except for neon or similar illuminated window signs.

Table 9.9 (1). Window Sign Requirements

<b>Permitted Districts</b>	All subdistricts
<b>Sign Area</b>	Up to 30% of a set of continuous windows may be covered with signage; No more than 30% of any one window panel may be covered with signage
<b>Height</b>	No maximum
<b>Location</b>	Permitted on all facades facing a public frontage
<b>Placement</b>	Ground or upper story windows; May be affixed to window or hung/mounted behind glass
<b>Quantity</b>	No maximum quantity, based on window Sign area for ground story; 1 per tenant per floor for upper stories
<b>Internal Illumination</b>	Not permitted, except on neon or similarly illuminated window signs
<b>Materials</b>	Drawn, painted, or affixed on the glass; Wood, metal, neon glass, plastic are also permitted

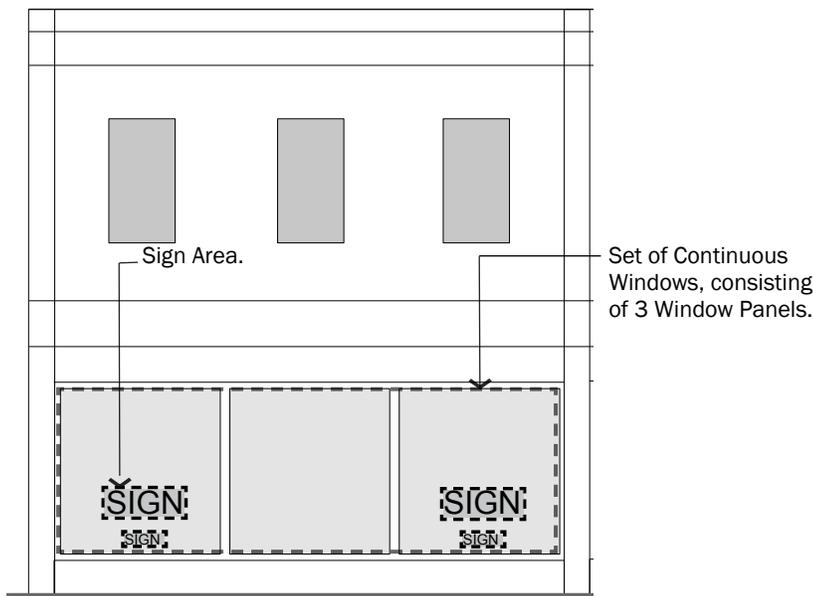


Figure 9.9 (1). Measuring Window Signs.



Figure 9.9 (2). Window Sign Example.

# 9.0 SIGNAGE TYPES

## 9.10 Monument Sign.

### 1. Intent.

A Monument Sign is freestanding; it is located in a front or side yard of a lot. Refer to Figure 9.9 (1).

### 2. Regulation.

Monument Signs shall be developed according to the standards in Table 9.9 (1).

- (1) Multiple Tenants. Multiple tenant buildings on a lot with a width of greater than 300 feet, measured across the front property line, may have signage with the following parameters:
  - (a) Up to two Monument Signs on one frontage.
  - (b) Signs shall be at least 150 feet apart.
- (2) Pole-Mounted Signs. Monument Signs may not be pole-mounted.
- (3) Manually Changeable Copy. Manually Changeable Copies are not permitted for Monument Signs.
- (4) May serve multiple purposes such as seating.
- (5) If placed closer than five feet from the front and corner side property lines, signs must meet clear view requirements.

### 3. Computation.

Measurement includes the sign, any cabinet in which it is enclosed and the electronic message center, but excludes the base of the sign.

- (1) Measuring Height. Height shall include the sign face, base, cabinet, and ornamental cap.

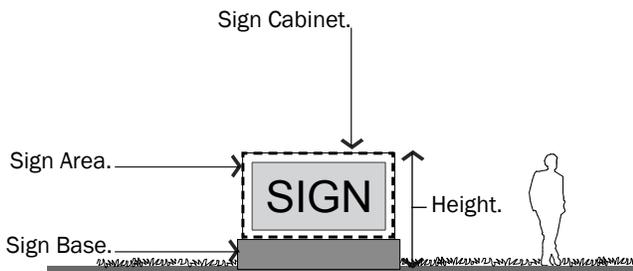


Figure 9.10 (1). Monument Sign.

Table 9.10 (1). Monument Sign Requirements

Permitted Districts	All subdistricts
Sign Area	50 square feet area
Height	6' maximum
Location	NA <sup>1</sup>
Placement	10' Setback from driveways & side property line; 3' Setback <sup>1</sup> from front & corner property lines
Quantity	1 per public frontage
Internal Illumination	Permitted for individual letters and logos
Materials	Solid wood, stone, metal and masonry. Plastic and synthetics permitted on Sign face

Notes:  
<sup>1</sup> If placed closer than five feet from the front and corner side property lines, sign must meet clear view requirements.



Figure 9.10 (2). Monument Sign Example.

# 9.0 SIGNAGE TYPES

## 9.11 Ped-Scale Pole-Mounted Sign.

### 1. Intent.

A Pedestrian scale sign is freestanding and may be mounted on one or two poles. Three configurations are permitted. Refer to Figure 9.11 (2).

- (1) A sign mounted onto a double set of poles.
- (2) A sign mounted on a single pole.
- (3) A sign hanging from a single pole.
- (4) Other mounting may be allowed, subject to Land Use Authority approval.

### 2. Regulations.

Ped-Scale Pole-Mounted Signs shall be developed according to the standards in Table 9.11 (1).

### 9.11 (1) Ped-Scale Pole-Mounted Sign Requirements

<b>Permitted Districts</b>	Retail Destination subdistrict only.
<b>Sign Area</b>	8 sq ft maximum area per sign face
<b>Height</b>	8' maximum height for sign mounted or hanging on a single pole; 5' for sign mounted on double set of poles; Each pole shall have a maximum size of 3.5" by 3.5"
<b>Location</b>	Front or Corner Yards
<b>Placement</b>	2' setback from front & corner property lines; Cannot overhang property lines
<b>Quantity</b>	1 per lot
<b>Internal Illumination</b>	Permitted for individual letters and logos
<b>Materials</b>	Solid wood, metal & masonry; Plastic & synthetics permitted on Sign face

Table 9.11 (1). Ped-Scale Pole-Mounted Sign Requirements.



Figure 9.11 (1). Ped Scale Pole Mounted Sign Example.

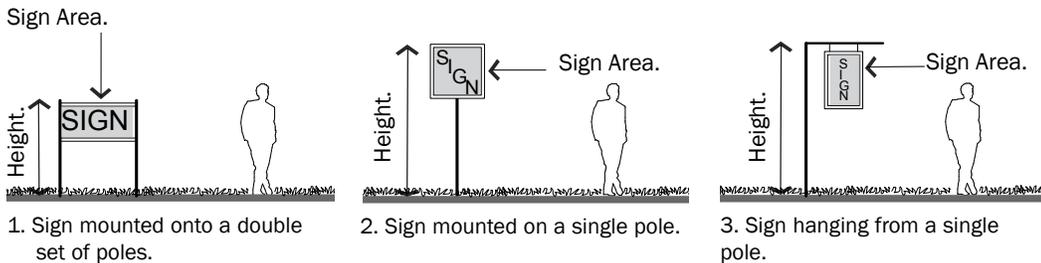


Figure 9.11 (2). Three Types of Ped-Scale Pole-Mounted Signs.

# 9.0 SIGNAGE TYPES

## 9.12 Development Oriented Sign.

### 1. Intent.

A development oriented sign is intended for multiple businesses within the same development.

### 2. Regulations.

Development Oriented Signs shall be developed according to the standards in Table 9.12 (1).

### 9.12 (1) Development Oriented Sign Requirements

Permitted Districts	Mixed Use and Retail Subdistricts
Sign Area	3 sq ft of sign area for each 1' of linear building frontage; maximum of 300 sq ft
Height	35' maximum
Location	Front or Corner Yards
Placement	2' setback from front & corner property lines; Cannot overhang property lines
Quantity	1 per development
Internal Illumination	Permitted for individual letters and logos
Materials	Solid wood, metal & masonry; Plastic & synthetics permitted on Sign face

Table 9.12 (1). Development Oriented Sign Requirements.



Figure 9.12 (1). Development Oriented Sign Example.

# 10.0 ADMINISTRATION

## 10.1 General Provisions.

### 1. Intent.

It is the intent of this code to promote public health, safety, and general welfare of the community, reflecting the goals established within the General Plan of the City of South Salt Lake. This code intends to increase conformity to the greatest extent possible.

### 2. Scope of Regulations.

- (1) New Development. All development, construction, and establishment of uses within the limits of this code occurring after the effective date of this code shall be subject to all applicable regulations of this code.
- (2) Renovated Structures. All building renovations affecting a change of use greater than 25% gross square footage of a structure within the limits of this code shall be subject to all applicable regulations of this code.
- (3) In-Process Development. Where a building permit for a development has been applied for in accordance with the prior law in advance of this code's effective date, said development may comply with the plans from which the permit was approved and, upon completion, receive a certificate of occupancy (provided all conditions are met) provided the following.
  - (a) Work or construction is begun within one year of the effective date of this code.
  - (b) Work or construction continues diligently toward completion.
- (4) Non-conformance. After the effective date of this code, existing buildings and uses that do not comply with the regulations of this code shall be considered non-conforming and are subject to the standards of Chapter 17.23 of the South Salt Lake Municipal Code.

### 3. Administration & Enforcement.

The provisions of this code shall be administered and enforced by the Community and Economic Development Director unless otherwise specifically stated. For the purposes of this code, the term Community and Economic Development Director shall be inclusive of his or her designees.

### 4. Development Application.

Applications (form, fees, and plan sets) shall be filed with the Community Development Department.

- (1) Application Form. Application forms are available from the City.
- (2) Fees. Fee amounts are applied as adopted in the City's consolidated fee schedule and are due at the time the application is made; the application will be considered incomplete if fees are not paid.
- (3) Plan Set Requirements. Number of copies and minimum scale of drawings shall be noted on the application form. All plans shall be submitted in both a paper and an approved digital format. All plans shall be reviewed by the Land Use Authority for completeness.

Incomplete Applications shall be returned to the applicant for re-submission.

- (4) Filing Deadline. Filing deadlines are established by the City and available at City Hall.
- (5) Withdrawal of Application. Applicant may withdraw the application whole or in part at any point in the process prior to being acted or ruled upon; new application form, fees, and plan sets are required for re-application.
- (6) Records on File. Applications and the resulting recommendations and rulings shall be kept on file by the Community and Economic Development Department and shall be considered public record.
- (7) Notice requirements for each process are detailed in South Salt Lake City code, Title 17.07.

### 5. Process.

- (1) Any development within a subdistrict shall be administered in accordance with the procedures defined in existing City ordinances, with exception of the Design Review Committee which is unique to the Downtown South Salt Lake Area, and is summarized below:

The application shall follow the following process:

- (a) Pre-Application Meeting.
  - (b) Application submittal. Only complete applications shall be accepted. All applications must include three dimensional perspective renderings of all facades and roof.
  - (c) Staff review and coordination.
  - (d) Design Review Committee. Design Review Committee shall review the application and make a recommendation to the Planning Commission. Such committee shall be composed of 5 persons chosen by the City with architectural, planning, landscape architecture, interior design, and/or engineering backgrounds. They shall review the application for its' compatibility with the intent of this ordinance.
  - (e) Planning Commission Review and Approval, when required.
  - (f) Staff processing of the Planning Commission approval includes letter of conditions (if any), site plan approval, architectural approval, engineering plans approval. Building permits are a separate process as per the Building Code.
- (2) Exempt Activities. The following activities are exempt from the requirements of 10.0 Administration.
    - (a) Ordinary repairs for the purpose of regular building, signage, lighting or site maintenance.
    - (b) Construction that does not result in change of use within the interior of the structure that is not visible from the exterior of the building.
    - (c) Emergency repairs ordered by any city official in order to protect health and safety.

# 10.0 ADMINISTRATION

## 10.2. Nonconformities.

### 1. Nonconformities.

- (1) Nonconforming uses in existing multi-unit developments in the Downtown District may move to another unit within that development, subject to the following requirements:
  - (a) Owners of existing multi-unit developments shall declare the number and location of all uses in their development believed to be nonconforming within 60 days of receiving notice by the Land Use Authority. Those declared uses may be allowed to move within that development.
  - (b) All other requirements for nonconforming uses established in Chapter 17.23 of the South Salt Lake City Municipal Code shall apply.
- (2) Nonconforming uses in existing single-tenant buildings may only be altered or expanded subject to Chapter 17.23 of the South Salt Lake City Municipal Code.
- (3) Refer to Chapter 17.23 of the South Salt Lake City Municipal Code for all other requirements pertaining to nonconformities.

## 10.3 Regulations.

### 1. Amending the Code.

Amendments of the adopted code shall be approved using the procedure for an ordinance amendment.

### 2. Minor Modifications to a Site Plan.

The Community and Economic Development Director may approve minor modifications to an approved site plan. Modifications may be evaluated through a letter of application and the provision of the reasoning behind the request. Such requests may be made for:

- (1) Minor modifications to proposed landscaping plans, pursuant to the modification standards established in Chapter 17.25 of the South Salt Lake City Municipal Code.
  - (a) Landscaping not exceeding 10% of the landscaping as required on the site plan.
- (2) Minor modifications to buildings, including setbacks and materials, pursuant to the modification standards established in Chapters 17.21 and 17.23 of the South Salt Lake City Municipal Code.
  - (a) Building or sign locations that do not move more than 10'.
  - (b) Building materials that reflect the intent of the original material.
  - (c) The Land Use Authority may modify the requirements of this chapter where full compliance is impossible due to the existing site or building conditions.
- (3) Minor modifications to parking requirements, pursuant to the development of an alternative parking plan as established in Chapter 17.27 of the South Salt Lake City Municipal Code.
  - (a) Parking arrangements and numbers that generally reflect the original approval.

- (4) Changes in lot sizes, land uses, building forms, or subdistrict designations shall be subject to a zoning map or ordinance amendment.

### 3. Requests for Modifications to Required Standards of this Ordinance.

The Land Use Authority may approve minor modifications to the standards of this ordinance using the current process found in chapters 17.21 and 17.23 of the South Salt Lake City Ordinances. Additionally, the Land Use Authority may approve modifications to building height, landscaping requirements, location of roads, type of roads, and utility equipment.

- (1) Landscaping not exceeding 10% of the landscaping as required on the site plan.
- (2) Building heights may be modified within 10% of the heights as required in the code.

### 4. Modification by Development Agreement.

The City Council may, by development agreement, modify any of the requirements found in the Downtown South Salt Lake Zoning Ordinance and Design Standards.

### 5. Other City Ordinances Applicable.

Unless the approved site plan specifies otherwise, all other city ordinances pertaining to site development and land use shall apply.

### 6. Subdivision Approvals and Development Standards in this District.

- (1) Unless superseded by this document, commercial subdivisions shall be approved using the subdivision plat approval process established in this title and in Title 15.
- (2) Residential subdivisions for condominiums, and townhomes shall conform to the general requirements established for Planned Unit Developments in Title 15 and the regulations established in this title for Planned Unit Development Overlay Districts. Residential subdivisions shall be approved using the subdivision plat approval process established in this title and in Title 15.