

**CHAPTER 41**  
**SCENIC BYWAY OVERLAY**

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**11-41-101 Purpose**

The purpose of these design standards and regulations is to enhance the economic viability and aesthetic value of the Scenic Byway (SBW) Overlay Zone as an important icon area for the City and for the surrounding South Davis Communities. The SBW Overlay Zone is to function as an iconic place where the urbanized environment begins to interface with the natural shore land environment that is located between Legacy Parkway and Great Salt Lake located further West.

**11-41-102 Scope**

Any lot or parcel located within the SBW Overlay Zone, as shown on the Official Zoning Map, depicted within the Legacy Parkway Scenic Byways Master Plan Corridor Map #2, or adjacent to and, if deemed applicable, is substantially visible from view of Legacy Parkway, shall be subject to the standards and regulations of this Chapter. The SBW is in an overlay zone. Such standards and regulations are intended to be in addition to the existing standards and regulations of the underlying zone of the property and other applicable regulations of this Zoning Ordinance.

Design Standards and Guidelines - This Chapter establishes three (3) kinds of design criteria: Design Theme, Design Standards and Design Guidelines.

(a) "Design Theme" establishes the expected shore land motif or contextual relationship of the built environment to the natural shore land environment through the use of principles. These principles are not prioritized, but all are to be reinforced through the implementation of design standards and guidelines that are to be applied in planning the site layout and buildings of all developments in the SBW Overlay Zone.

(b) "Design Standards" are required in addition to other standards set forth in this Zoning Ordinance and are indicated by the verb "shall." In the event of conflict between the

standards of this Chapter and other applicable provisions of this Zoning Ordinance, the interpretation and provisions of this Chapter shall govern.

(c) "Design Guidelines" indicate additional actions that are to be taken to enhance the development design and achieve greater compatibility of development in the SBW Overlay Zone. Guidelines thus use the verb "should" signifying that the guidelines are desirable objectives to be achieved but may not be mandatory or possible for every given development situation.

### **11-41-103 Rules of Interpretation**

(a) General. All provisions, terms, phrases and expressions contained in this Chapter shall be liberally construed to accomplish the purposes of this Chapter.

(b) Conjunctions. Unless the context clearly indicates to the contrary, conjunctions shall be interpreted as follows.

- (1) "And" indicates that all connected items, conditions, provisions or events shall apply.
- (2) "Or" indicates that one (1) or more of the connected items, conditions, provisions or events shall apply.

(c) Mandatory and Discretionary Terms. The word "shall" is always mandatory. The word "should" means the matter described ought to be accomplished if reasonable and possible under the circumstances. The word "may" is permissive.

(d) Non-Technical and Technical Words. Words and phrases shall be construed according to the common use and understanding of the language, but technical words and phrases and such others as may have acquired a peculiar and appropriate meaning in law shall be construed and understood according to such meaning.

### **11-41-104 Development Project Evaluation**

(a) Development Characteristics. Development within the SBW Overlay Zone shall exhibit design components and characteristics, such as those set forth below, which set the development apart from a standard subdivision and/or traditional site plan approval accomplished under this Title.

- (1) Human-scaled Building Architecture;
- (2) Use of Shore Land Style Landscaping;
- (3) Viewshed Protection for the Legacy Parkway and the Legacy Preserve;

- (4) Appropriate Use of Open Space and Critical Lands;
- (5) Use of Public and Private Amenities.

(b) Evaluation Criteria. Each development proposal for development within the SBW Overlay Zone shall be evaluated based on its compatibility with:

- (1) The City's General Plan and any other applicable Master Plan;
- (2) The purpose and development standards of the SBW Overlay Zone as set forth in this Chapter;
- (3) The purpose and design of the Legacy Parkway Scenic Master Plan; and
- (4) Any other City-approved study applicable to the subject property.

(c) Burden of Persuasion. An applicant shall have the burden of showing that the proposed uses, project design, and location of utilities and facilities meet the requirements of this Chapter.

#### **11-41-105 Development Design Pattern Book**

(a) Development Design Pattern Book Required. In addition to applicable requirements of this Title and other provisions of the Zoning Ordinance, all applications for the development of property to the SBW Overlay Zone shall include a development design pattern book.

(b) Development Design Pattern Book Approval. The development design pattern book shall be reviewed and approved by the City in conjunction with an application for conceptual site plan and/or schematic subdivision application.

(c) Development Design Pattern Book Submittal Requirements. The development design pattern book shall provide and address the following:

- (1) Written descriptions and graphic illustrations explaining how the development compliments the physical form of the property and how the theme, standards, and guidelines found in this Chapter are to be integrated into the design of the development;
- (2) Written descriptions and graphic illustrations explaining the proposed conceptual architectural design, building elevations, and other such related design schemes; and

- (3) Written descriptions and graphic illustrations that clearly describe proposed open spaces, landscaping ideas, pedestrian pathways, and related entry way features and/or amenities.

(d) Effect of Development Plan Approvals. Upon acceptance of a conceptual plan and the associated development design pattern book by the City, further development applications such as subdivision plat and site plan approval for development within the SBW Overlay Zone shall comply substantially with the conceptual plan approval and the development design pattern book.

**11-41-106 Design Theme**

(a) Principle #1 - Topography and Landscape – the topography and landscape of the Scenic Byway theme can be briefly described as:

1. Broad open spaces and skies with expansive vistas
2. Slow undulating lines
3. Sense of openness or breeziness
4. Low, native, grassy meadow and upland vegetation
5. Natural materials and textures

(b) Principle #2 - Simplicity – the natural appearance of the Scenic Byway theme can be described as:

1. Clean, simple lines
2. Bold gestures that recall organic forms
3. Limited color palette
4. Low contrast
5. Uncluttered
6. Serene

(c) Principle #3 - Natural or Natural Appearing Materials – the natural or natural appearing materials of the Scenic Byway theme are:

1. Stacked stone or cultured stacked stone
2. Natural or stained wood, wood siding, and cement fiberboard with suitable textures and colors
3. Decorative concrete or block, with suitable textures and colors
4. Stucco accenting, with suitable textures and colors
5. Colored concrete with suitable textures and colors, and crushed gravel surfaces
6. Subtle, non-reflective colors and stains

(d) Principle #4 - Natural Vegetation - The natural vegetation and patterns of the Scenic Byway theme are:

1. Informal placement of plantings
2. A wide variety of species, mixed together, and no invasive plantings
3. Subtle flowers and colors

4. Grassland or meadow appearance
5. Multiple-season interest
6. Predominance of annual and perennial grasses
7. Occasional shrubs and trees
8. Drought-tolerant and low-resource consumption plantings

(e) Principle #5 - Accents – The natural and man-made accents allowed in the Scenic Byway theme are:

1. Use of landscape boulders
2. Grassy swales and berms
3. Open fencing styles
4. Natural and soft surface trails
5. Terraced walls with limited heights
6. Natural-appearing water features
7. Shore land style art and features

(f) Principle #6 - Human-Scaled – the built setting is to reflect the human experience in the Scenic Byway environment through:

1. Structures proportioned to people instead of vehicles
2. Comfortably scaled spaces
3. Low-profile forms hugging the horizon
4. Pedestrian-friendly amenities
5. Interesting details and textures
6. Slow-paced, with places to pause
7. Appealing to the senses

#### **11-41-107 Design Standards**

The Design Standards set forth are intended to create a sense of place and a common design theme within the commercial, industrial, and institutional sites located within the SBW Overlay Zone and are designed to create a transition between the natural shore land environment and the urbanized environment.

(a) Architecture – Buildings and structures are to enhance the visual environment of the SBW Overlay Zone by blending into the overall appearance of the shore land environment.

- (1) The architectural building design shall consider the visual orientation to the Legacy Parkway, the local street accesses and pedestrian pathways within the Byway Corridor, or, where deemed applicable the Legacy Preserve, to create an attractive appearance when viewed from these areas.
- (2) The apparent mass of buildings or structures shall be minimized through articulation and use of materials. A variety of vertical and horizontal planes,

roof pitches, roof lines, windows, reveals, and alcoves shall be used to create facade variation, shadows, corners, and architectural interest.

- (3) Where multiple story or multiple story appearing buildings are constructed, the building design shall incorporate single-story heights for entryways, office space, and other such usable spaces to create a tier effect to the building. Areas of the building above the single-story, or twenty (20) feet if no multiple story is proposed, shall be set behind the single-story areas as viewed from the Legacy Parkway, the local street accesses, and pedestrian pathways within the Byway Corridor or, where deemed applicable the Legacy Preserve.
- (4) All buildings and structures shall appear to be proportional or in scale with other buildings within the immediate vicinity, specifically with regards to bulk, height, and appearance.
- (5) When facades face the Legacy Parkway, a local street, or any pedestrian pathway within the Byway Corridor or, where deemed applicable the Legacy Preserve, the architectural design shall incorporate windows, entryways, canopies, pillars, and other such features to accent the building or structure. For multiple story or multiple-story appearing buildings or structures, additional elements such as windows, balconies, overhangs, and canopies shall also be incorporated in upper levels to frame and provide a human scale appearance to such buildings.
- (6) Natural or natural-appearing materials, such as stone, cultured stone, and wood, shall be the bold gestures used in the architectural design of all buildings. Decorative concrete or block, tile, cement fiberboard, and other similar appearing materials shall be the other main materials used in the building design. Substantial or prominent use of unnatural appearing materials, such as metal, glass, vinyl, and plastics is prohibited.
- (7) Colors and finishes shall complement the shore land environment. Stains, flat paints, and matte finishes are required. Reflective or glossy or shiny paints and finishes are prohibited.

(b) Grading and Drainage – The relatively flat, slow draining, shore land environment of the area often produces wetland areas and presents a challenge for proper drainage if the land is to be developed. Every effort is to be made to work within the natural drainage patterns of the land and minimize grading that would disrupt the natural system and appearance of the area.

(1) Minimize the amount of grading of the land to avoid excess erosion, visual scarring, and other similar impacts.

(i) Blend structures and exterior spaces into the natural contours of the site.

(ii) Balance cut and fill on sites to the greatest degree possible

(iii) Manmade contouring shall mimic natural contouring and shall not begin or end with severe or abrupt edges

(2) Minimize the use and heights of retaining walls and, where utilized, terrace and incorporate or blend them into the design of the building or parking areas and return to the natural grades in the wetland and landscaping areas.

(3) Utilize natural drainage ways and/or patterns. Direct storm water and other runoff into swales, retention areas, and other systems to maximize infiltrations and improve water quality before such water meets up with other water resources.

(4) Grading and drainage plans shall also implement erosion control measures to ensure that construction activities do not compromise the overall natural drainage patterns and system of the area.

(c) Landscaping – Landscaping is to be used to enhance the SBW Overlay Zone environment and soften the transitions between the built and natural areas.

(1) At least 20% of all development sites within one thousand (1,000) feet to the west of the Legacy Parkway right-of-way shall be used for landscaping and open space areas. For areas farther west than one thousand (1,000) feet from the Legacy Parkway right-of-way, at least 10% of all development sites shall be used for landscaping and open space areas. At least 50% of the required landscaped/open space area shall consist of native, informal or natural appearing plantings.

(2) All impervious surface areas shall include landscaping. Dedicated walkways, plazas, and other pedestrian oriented hardscape areas may be included as landscaping, provided that they do not exceed twenty (25) percent of the required minimum landscaping requirement. As used herein, hardscape means sidewalks, concrete or asphalt trails, plazas, and other non-vegetative construction located in areas designated as landscaping.

(3) The landscaping plan of each site shall be unified both internally and externally, and relate to the larger context of the surrounding community. All landscape plans shall consider the context of the Byway Corridor

environment and its unique contribution to the character of the community.

- (4) The landscaping plan shall include a pedestrian circulation element that shows interconnectivity with surrounding sidewalks, trails, and access to open space areas. Each development is to provide appropriate pedestrian connections to usable open space and trail amenities to create various connections to the Legacy Parkway Trail System.
- (5) Developed area landscaping shall utilize a mixture of ornamental and native or local climate plantings. Plantings shall include the predominate use of ornamental grasses, shrubs, and wildflowers that compliment the Byway Corridor environment, with no invasive plantings. Large areas of annuals and/or bright colors shall be avoided.
- (6) Trees and evergreens shall be used sparingly to ensure that the open, grassy character of the shore land area is maintained. However, trees and evergreens shall be used for areas needing shading, screening, and privacy, such as, but not limited to, outside storage, mechanical, utility, and other similar areas.
- (7) Natural areas shall primarily consist of or be enhanced with native or local climate shrubs, perennials, and ornamental grasses. Plants with potential to become invasive weeds in natural areas shall be prohibited.
- (8) Non-linear transition areas between the developed and natural areas shall be created and intermingled with the various styles and plant species to soften the appearance of any transition line. An appropriate barrier element, such as a colored concrete mow strip, shall be used to prevent undesirable encroachment or overgrowth to be intermingled between such natural and formal plantings.
- (9) The landscape design shall be coordinated with the placement of utility elements to mitigate their impact and reduce the potential for conflicts. Proper landscape design shall be utilized to mitigate the visual impact of all site utility elements such as overhead power lines, transformers, meter boxes, fire protection devices, etc.
- (10) Landscaped areas shall be prepared with soils and slopes suitable with their natural surroundings to encourage healthy plant growth and proper drainage. The landscape design plan shall address the measures to be taken to properly care for and maintain the landscaping areas.

- (11) Water elements, walls, landscape boulders, and other landscaping features shall be used in a natural looking manner to complement the appearance of the surrounding environment.

(d) Off-Street Parking – Parking is a necessity for the varied uses and amenities in the SBW Overlay Zone, however, it is to be designed in such a manner to enhance the visual appeal and experience of working, playing, or living in the shore land environment.

- (1) Parking areas shall be segmented or spatially separated and may be connected together by access lanes, green space, stream corridors, or pedestrian pathways. Large, single-standing, or expansive parking or pavement areas are prohibited.
- (2) Parking areas should be buffered from adjacent residential property and screened from streets so automobiles are not visible below the average headlight height. Screening methods shall include undulating landscaped berms, low walls, and plantings.
- (3) Access drives, internal circulation drives, parking areas, and pedestrian walkways shall be designed to provide safety and convenience for both motorists and pedestrians and to ensure access for the physically disabled. Areas where pedestrian walkways cross driveways shall be constructed of colored stamped and/or raised concrete, or of other material and design so as to differentiate the area as a pedestrian/vehicle interface.
- (4) Parking areas shall incorporate use of colors and textures to define landscaped islands, pedestrian pathways, loading/unloading areas, and other such amenities to soften and improve the visual appeal of impervious surfaces.
- (5) Ornamental entryway plantings shall be placed on both sides of every drive accessing a public street to create a unified Byway Corridor image. The ornamental entryway for this area may consist of artistic sculptures, landscaping and planting features, monument signs, or other elements designated by the City.
- (6) Direct access to individual parking lots or pavement areas onto major arterial accesses shall be minimized. Parking lot design and placement shall consider future development on adjacent sites and the need for interconnections when deemed appropriate.
- (7) Traffic circulation patterns should direct commercial, industrial, and institutional traffic onto arterial and collector streets and not local residential streets. Multiple-family residential traffic should be directed onto collector or local streets.

- (8) Multiple-use or sharing of parking and parking areas is encouraged, provided that any needed parking requirement modifications are approved, as allowed by the Zoning Ordinance.

(e) Fences and Walls – The use of fences and walls are to be minimized in the SBW Overlay Zone.

- (1) Berms or landscape plantings shall be the primary means for screening or for establishing needed spatial separation.
- (2) Where security and access controls are needed, an open style fence or semi-private designs shall be utilized. Under limited or intermittent circumstances or as otherwise required in the Zoning Ordinance, a six (6) foot solid fence or wall may be used for security or screening purposes.
- (3) Walls and fences, if constructed, shall use materials and styles to complement the architectural style of the buildings or the Byway Corridor environment. Retaining walls shall be minimal in height, or shall be terraced, if used for significant retaining needs.
- (4) Open access to the pedestrian pathway or trail systems shall be provided and shall not be impeded by the use of fencing or walls.
- (5) The use of sound walls is strictly prohibited and shall not be used to separate Byway Corridor development from Legacy Parkway or the Legacy Preserve.

(f) Outdoor Lighting – The dark skies of the various area of the SBW Overlay Zone are an important part of the character and natural intrinsic quality of the area. Lighting is to be minimized within the Byway Corridor area and may transition up in intensity as one enters into the others areas of the City.

- (1) Lighting shall generally be used only where it is needed for safety and visibility. Lighting levels shall be scaled back to the minimal levels needed to achieve its purpose. Excessive or over lighting is prohibited.
- (2) Fixtures or elements producing light shall select the correct bulb type to achieve the lowest wattage necessary. Lighting elements shall be hidden or utilize full-cut-off shields to eliminate shining or reflecting up into the night sky and to minimize glare and light trespass beyond area where lighting is needed or onto adjacent properties.

- (3) Self-regulating on and off controls shall be used where lighting is needed periodically, but not continuously and shall be set to their proper operation times.
  - (4) Up-lighting shall be used sparingly for accenting architecture, landscaping, and signing. Where up-lighting is used, a narrow angle focused fixture with low wattage lamp shall be used.
  - (5) Lighting shall be arranged or directed so as to reflect the light away from adjacent properties and to prevent glare for street traffic. The intensity of light at adjoining residential property shall not exceed 0.1 foot candles and/or adjacent to other zones shall not exceed 0.5 foot candles.
  - (6) A Lighting plan shall be submitted for review and shall include:
    - (i) The location and height of all light poles, which shall not exceed 20 feet in height unless the Planning Commission determines that a use allowed in the underlying zone requires an increase in lighting height; and
    - (ii) The predicted illumination levels based on maintained illumination levels just prior to lamp replacement and luminary cleaning, within, at, and beyond property lines.
  - (7) Designers of lighting plans shall consider shadow effects of trees, signs, buildings, screen walls or other fixed objects.
- (g) Signing – Signing is to enhance the scenic qualities of the Byway Corridor environment and shall compliment the signing style used for Legacy Parkway.
- (1) Business signing shall be simple and scaled to allow for sufficient identification of the operation or facility. The style, colors, and materials shall compliment the architecture and design of buildings associated with the sign.
  - (2) Sign and sign placement shall not exceed fifteen 15 feet in height for Wall Signs shall not exceed six (6) feet for Monument and/or Low Profile Signs.
  - (3) Sign copy shall consist of individual lettering and logos. Sign copy shall not be internally illuminated or animated. No aluminum box or cabinet signs shall be permitted unless associated with a logo and may only be permitted for use as a Wall Sign in conjunction with individual lettering.

- (4) Informational or business location markers may be allowed as part of the public signing program for streets and highways. Such signs shall be clustered together on a single sign element and shall conform to the design and styles depicted in the Legacy Parkway Scenic Byway Master Plan (Chapter 5-Parkway Style, page 13).
- (5) The following signs and devices are prohibited within the SBW Overlay Zone:
  - (i) Animated, Electronic Message, Roof, Graffiti, Billboards, Off-Premise, and Pole Signs
  - (ii) Spotlights, Corporate or Promotional Flags, Streamers, Pennants, Banners and other decorative device for commercial advertising purposes
  - (iii) Balloons, including cold air, helium, and other balloons
- (6) Interpretive signs shall be designed to tell important stories or messages related to the Byway Corridor experience. These signs shall utilize a design and materials scheme that is consistent and compatible with the theme of the SBW Overlay District.

(h) Scenic Byway Viewshed Corridor – To protect the viewshed of the Scenic Byway Corridor east of Legacy Parkway, the following signs and devices are prohibited in the Scenic Byway Viewshed Corridor as delineated on the Official Zoning Map:

- (1) Animated, Roof, Graffiti, Billboards, Off-Premise and Pole Signs
- (2) Spotlights, Corporate or Promotional Flags, Streamers, Pennants, Banners and other decorative devices for commercial advertising purposes
- (3) Balloons, including cold air, helium, and other balloons

(i) Planning Commission Special Exception – The Planning Commission may grant a Special Exception, as set forth in Chapter 3 of this Title, to any of the Design Standards set forth in the SBW Overlay Zone if it can demonstrated that the enforcement of the Design Standards would create a substantial conflict with the requirements of the underlying zone or that an alternative plan is more effective in meeting the intent of the Design Principles for the SBW Overlay Zone.

#### **11-41-108 Design Guidelines**

(a) Residential Development – Residential style and design should enhance the SBW Overlay Zone by blending into the overall appearance of the byway Corridor environment and

should to be unique and different in its design and layout as compared to standard elements and materials used in current home construction schemes.

- (1) Residential developers are encouraged to establish subdivision designs that include the Design Principles of the SBW Overlay Zone.
- (2) Residential developers creating subdivisions of five (5) or more lots should develop design standards for the subdivision incorporating the following elements from the SBW Overlay Zone Design Standards:
  - (i) Subdivision layout and architectural designs that consider the visual orientation to Legacy Parkway, the local street accesses, pedestrian pathways and open spaces within the Byway Corridor to create an attractive appearance when viewed from these areas.
  - (ii) A minimization of the apparent mass of residential buildings through the use of a variety of vertical and horizontal planes, roof pitches, roof lines, windows, reveals and alcoves.
  - (iii) When building facades face Legacy Parkway, a local street or any pedestrian pathway within the Byway Corridor, the design should incorporate porches, entryways, window boxes, and other such features to accent the building. Additional elements such as balconies and other such overhangs should also be incorporated to encourage a human scale to the building and minimize blank walls and facades.
  - (iv) Residential buildings are encouraged to have natural or natural appearing materials and should minimize the use of unnatural appearing materials such as metal, glass, vinyl, and plastics.
  - (v) Colors and finishes should complement the Byway Corridor environment. Stains, flat paints, and matte finishes should be incorporated while reflective or shiny paints and finishes shall be avoided.
  - (vi) Grading and drainage for the subdivision shall minimize the amount of grading of the land to avoid excessive erosion, visual scarring and other similar impacts and should utilize natural drainage ways and/or patterns.
  - (vii) Drainage systems should direct storm water and other runoff into swales, retention areas and other systems to maximize infiltration and improve water quality before such water is introduced into other water sources.

- (viii) Landscaped and open space areas should be consolidated and oriented toward Legacy Parkway and pedestrian pathways located within the Byway Corridor.
- (ix) Common landscaping and open space areas should incorporate a mixture of ornamental and native grasses or local climate planting. Plantings should include the predominant use of ornamental grasses, shrubs, and wildflowers that compliment the Byway Corridor environment.
- (x) Trees and evergreens in common open space areas should be used sparingly to promote the grassy character of the shore land area. Trees may be used in common open space for areas needing shading, screening, and privacy.
- (xi) Non-linear transition areas between the manicured and natural areas should be created to soften the appearance of any transition line. An appropriate barrier element, such as a colored concrete mow strip, shall be used to prevent undesirable encroachment or overgrowth to be intermingled between the natural and manicured areas.
- (xii) Fencing and walls should be used sparingly, especially in landscape and open space areas, and should use materials and styles to complement the architectural style of the buildings and the Byway Corridor environment. White vinyl and other bright reflective fence and wall materials should not be used in the SBW Overlay Zone.

(b) Viewshed Protection – Buildings and similar structures should be designed and placed where their visual impact is minimized to the greatest extent possible, as viewed from the Legacy Parkway and other public spaces within the Byway Corridor area.

- (1) Buildings should be setback a minimum of 200 feet from the Legacy Parkway right-of-way or to the maximum extent possible if less than 200 feet of space is available.
- (2) All main buildings and associated site landscaping and open space areas within 250 feet of Legacy Parkway should be visually oriented towards the parkway.
- (3) View corridors should be created to allow visual connections easterly towards the Wasatch Mountains and westerly towards the shore lands of the Great Salt Lake. Buildings should not be massed in a manner that

creates a complete visual fortress, specifically as viewed from the Legacy Parkway or any other major arterial road within the Byway Corridor area.

- (4) All service areas and back lot uses, such as loading docks, dumpsters, storage areas, etc., should be located behind the main buildings or properly screened or visually buffered from view from the Legacy Parkway, a local street, or any pedestrian pathway within the Byway Corridor or, where deemed applicable the Legacy Preserve.
- (5) Where allowed by the Zoning Ordinance, areas for storage, equipment parking, or other such activities, should be screened and segmented into smaller spatial areas and may be connected together by access lanes, green space, and other buildings.

(c) Open Space and Critical Lands – Open spaces are to be provided to protect and buffer critical natural areas and to enhance or create desirable view corridors eastwardly towards the Wasatch Mountains and westerly towards the Legacy Preserve and the shore lands of the Great Salt Lake.

- (1) Development proposals should identify critical lands, such as wetland areas, stream corridors, canals, and other such sensitive lands. The design and development layout should protect and/or incorporate these features as buffers, open spaces, trail and passive recreation amenities, drainage corridors, and transition areas.
- (2) Create or locate open space areas adjacent to or oriented towards the Legacy Parkway, the Legacy Preserve, or towards natural areas such as wetlands.
- (3) Incorporate open space areas into the development pattern that creates visual and/or physical connections to the Legacy Parkway and the Legacy Preserve.
- (4) Develop trailheads and trail connections as part of the open space development pattern that provides access to the public trails systems in the area.
- (5) Use critical land areas to manage drainage and storm water retention needs of development.

(d) Public Right-of-Way, Roadway and Parking Lot Surfacing Design – Properly designed roadway and parking lot placement can create opportunities for decentralizing storm water management for the SBW Overlay District and allow effective infiltration water runoff in a more natural manner. Basic strategies include low-impact roadway layouts, narrower road surface widths, shared accesses and driveways, and open-section roadways. Additionally,

streetscape elements are important contributors to creating a sense of place that can add to the experience of working, living, and playing within the Byway corridor.

- (1) Roadways and parking lot areas should be placed to avoid crossing slopes where significant cut and fill will be required. Roadways and parking lots should run parallel to the natural contours of the site and perpendicular to any significant slope areas. Design of the roadway network and parking lot areas may involve some give and take in achieving layouts compatible with the existing topography.
- (2) Shared driveway use should be incorporated into the site and building layout, including consideration of development on adjacent sites. Driveways should be limited to 25 feet (residential) and 35 feet (commercial, industrial, and institutional) in width. All driveway surfaces should be sloped or crowned in a manner to evenly drain (not erode) on to adjacent vegetative areas (not onto public streets) where the runoff will infiltrate or travel via sheet flow.
- (3) The primary roadway and parking lot design style should be open-section or “country drainage” flanked by filter strips and swales instead of curb and gutter. If curbs are deemed necessary to stabilize the roadway or lot edges, the design should primarily consist of invisible curbs (same level as the surface); other design strategies may include periodic curb cuts, or perforated curbs.
- (4) Clear zone and shoulder grading should properly accommodate the use of filter strips and swales to direct water on to adjacent vegetative areas (not onto public streets) where the runoff will infiltrate or travel via sheet flow.
- (5) Public street design and development within the Byway corridor should reflect the proper design theme motif and be unified across the corridor. The streetscape design should include the use of, but not limited to, the following types of elements:
  - (i) Interpretive signs and kiosks
  - (ii) Street trees with decorative planting beds or decorative grating
  - (iii) Decorative light fixtures and street signs
  - (iv) Benches or places to rest
  - (v) Bike lanes and bike racks
  - (vi) Decorative waste cans and drinking fountains

- (vii) Trailhead and spur connections to the area's trail systems.

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