TECHNICAL STANDARDS AS SUBMITTED 10/15/26 and UPDATED 11/3/26				
ITEM	**CODE LOCATION**	**CURRENT STANDARD**	**APPLICABLE STANDARD**	**WHY**
Street Design (200 West)	Salt Lake City Municipal Code Title 20, Chapter 20.26.060 – Standards for Street Design and The Salt Lake City Street and Intersection Typologies Design Guide - Street Topology	Title 20 Chapter 20.26.060 The following minimum standards apply to all public streets and design criteria shall apply unless deemed unwarranted by written recommendation of the city engineer and transportation division director. A. General: Where higher standards have not been established..., all streets shall be platted, designed, and constructed according to the principles outlined in the transportation division's Street and Intersection Typologies Design Guide and the design and construction standards for public streets adopted by the city Typology 5 (Commercial Shared Street 5) Design Guide's cross-section table for Typology 5, the parking requirement is listed as: Parking Use: 0-50%, One Side (Short Term)	The Project is exempt from Salt Lake City Municipal Code Title 20, Chapter 20.26.060.A.1 – Standards for Street Design and the Salt Lake City Street and Intersection Typologies Design Guide, designation of 200 West between South Temple and 100 South as Street Typology 6A. Instead, the Project shall utilize Street Typology 5 (as modified herein), which represents a completely different street design intended for higher-pedestrian, lower-speed environments and to adequately address safety for pedestrians and people using wheeled transportation. Street Typology 5 does not require the inclusion of separate bike lanes. Parking shall be permitted on both sides of a street outside of the 10' travel lane and provided it is located no closer than 20' feet from the pedestrian crossing and compliant with AASHTO.	Street Typology 5 aligns the assigned typology for 100 South to wrap the Project on two frontages if applied to 200 West. Street Typology 5 also supports Project character and extends the entertainment plaza environment by providing unobstructed and pedestrian-focused connection between the Project and the Convention Center. The intent of the 200W design is to ensure safety and accessibility for all modes of transportation. The "shared street" design takes into account the importance of the pedestrian walkable experience connecting the paseo on either side of 200W, while still accommodating both vehicular and bicycle traffic. Since 200 W is a through street for both vehicles and bicycles, special consideration has been incorporated into the design to effectively slow both vehicular and bicycle traffic within this block to pedestrian friendly speeds. These provisions include incorporating a "table-top" section at both ends of the block that will create a 6 inch rise in the pavement to reinforce to motorists that they are entering a shared street section; narrowing the lanes to 10 feet lanes; adding textured pavement; incorporating trees and landscaping near the edge of the roadway; transitioning bicycles into the vehicle lanes prior to the table-top and adding signage. It is expected that these provisions will slow traffic on this shared street section to the desired speed that will allow pedestrians to traverse this

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				roadway in a safe manner while maintaining vehicular and bicycle connectivity on 200W.
	Salt Lake City Municipal Code Title 20, Chapter 20.26.060, Subsection H – Standards for Street Design - Curb and Gutter	H. Curb, Gutter, and Sidewalks: The following principles and standards shall apply to the design and installation of curbs, gutters, sidewalks, and pedestrian ways. 1. Vertical curbs and gutters as shown on the city's standard detail drawings shall be required in all subdivisions unless otherwise approved by the city engineer and transportation director.	The Project is exempt from Salt Lake City Municipal Code Title 20, Chapter 20.26.060.H.1 – Standards for Street Design and the Salt Lake City Street and Intersection Typologies Design Guide, which require vertical curb and gutter along public streets. Instead of complying with the standard curb and gutter requirements, the Project shall utilize a curbless design along 200 West between South Temple and 100 South, similar to the successful design implemented on Regent Street.	Utilizing a curbless design along 200 West between South Temple and 100 South will create a safer, more pedestrian-oriented, and visually appealing streetscape that better supports the character of the Project. Eliminating traditional vertical curbs will improve accessibility for all users, allow for a seamless transition between the sidewalk and street, encourage slower vehicle speeds, and enhance the overall public experience for visitors. Design elements will be implemented to promote pedestrian safety and ensure adequate drainage.
	Salt Lake City Municipal Code Title 21, Chapter 21A.44.060, Subsection 6 – Driveways and Drive Approaches	b. General Standards: Access to all parking facilities shall comply with the following standards: (5) Distance from street corners: Driveways and drive approaches for Single and Two-Family Dwellings shall be located at least twenty feet (20') from street corner property lines. Driveways and drive approaches for all other uses shall be at least fifty feet (50') from street corner property lines. Driveways and drive approaches in the D-1, D-2, D-3, D-4, and G-MU Zoning Districts shall be located to the side of the building or as far	The design of 200 West shall accommodate a pull out of approximately 120’ so long as it is located no closer than 20' feet from the pedestrian crossing and compliant with AASHTO.	This pull out supports a pedestrian-oriented design of 200 W by consolidating short term vehicular demand into a defined zone off the travel lane, reducing mid-block stopping in the roadway and encouraging the adjacent sidewalk and Paseo entrance to remain free of vehicle conflicts.

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		from the street corner as possible. The driveway location may be modified by the planning director if complying with this provision creates a conflict with the location of an existing street tree or other public infrastructure. When the width of the lot is less than the required distance, the transportation director may approve modifications no greater than the minimum necessary to accommodate the driveway and drive approach.		
Private Road (North Alley)	Fire Apparatus Access Roads (IFC 503.1, 503.3.2.3 Surface); Salt Lake City Code §18.44.010) Title 20.26.060 (Street Design) and APWA Utah Chapter standards for public streets	Title 20.26.060 (Street Design) All streets shall be platted, designed, and constructed according to the principles outlined in the transportation division's Street and Intersection Typologies Design Guide and the design and construction standards for public streets adopted by the city. IFC 503.1, 503.3.2.3 Surface Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced so as to provide all-weather driving capabilities.	The Project is exempt from the requirement that the private North Alley meet the standard APWA structural pavement section and public street structural requirements. Instead, the North Alley will utilize a modified structural section designed to be constructed over the proposed underground parking structure.	This deviation is requested because the North Alley must be constructed directly over the underground parking garage due to severe site space limitations. The modified structural section is engineered to properly support anticipated vehicle loads while integrating with the parking structure design, ensuring long-term structural integrity without compromising public safety or functionality.
	Salt Lake City Municipal Code Title 20, Chapter 20.26.060 – Standards for Street Design - Parking and Sidewalks	(Public Street Only Standard) - Salt Lake City Municipal Code Title 20.26.060 H. Curb, Gutter, and Sidewalks Sidewalks shall normally be located within the street right of way and shall be required to be a minimum width as indicated in this subsection: a. Four feet wide in any FR, R-1, R-2, or SR zoning districts when adjacent to a park strip; b. Five feet wide in any FR, R-1, R-2, or SR zoning districts when the sidewalk is directly adjacent to the back of curb; c. Six feet wide in all other zoning districts unless specified otherwise in those districts; d. Eight feet wide in the central business district; or e. Ten feet wide along Main Street in the central business district.	The Project is exempt from on-street parking and sidewalk requirements along the private North Alley.	This deviation is requested because the North Alley is space constricted. Eliminating any parking and sidewalks in this location allows for unincumbered access for deliveries and fire apparatus access.
	Salt Lake City Municipal Code Title 20, Chapter 20.26.060 and applicable City street lighting standards	G. Street Lighting: Lighting shall comply with the policies and standards outlined in the Salt Lake City Street Lighting Master Plan.	The Project is exempt from public standard street lighting fixture and mounting requirements along the private North Alley. Lighting will meet City lumen standards but may utilize	This deviation is requested because the North Alley is constructed over the underground parking structure due to site space limitations. Flexible lighting

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		Street lighting shall utilize standard City-approved fixtures and mounting locations. The Salt Lake City Street Lighting Master Plan (adopted by reference) sets the actual technical minimums. Key points include: _Compliance with IES (Illuminating Engineering Society) recommended practices for illuminance/luminance levels based on street typology, land use, and pedestrian activity. _Use of LED luminaires with specific BUG ratings, cutoff classifications (Dark Sky compliant), and color temperature limits (typically 2700K–3000K depending on area). _Adaptive dimming controls. _Minimum light levels at intersections and along roadways/pedestrian areas. _Light trespass and uplight restrictions.	non-standard fixtures and may be attached to adjacent structures.	solutions (including attachment to adjacent buildings) allow the Project to achieve required illumination levels while accommodating the unique structural and spatial constraints of the site.
	Salt Lake City Municipal Code Title 17, Chapter 17.20.020 – Fire Hydrants Requirements for Developments and IFC 507.5.1	17.20.020: Fire Hydrants Requirements for Developments A. The owner, builder and/or developer(s) of any development located within the limits of Salt Lake City shall install within said development, at their sole expense, all fire hydrants required and at those locations designated by the chief of the city fire department. B. Additionally, where the development is located on private property and the streets containing water mains and said hydrants are not conveyed or otherwise dedicated to Salt Lake City Corporation, the owner, builder and/or developer(s) shall be and remain solely liable for all claims arising therefrom and responsible for the complete maintenance and operation of all mains and fire hydrants within the development.	The North Alley is exempt from the standard requirement that fire hydrant mains be located in public streets or dedicated rights-of-way. Instead, the fire hydrant mains serving the North Alley and development may be located within the underground parking garage structure.	This deviation is requested because the North Alley (private fire apparatus access road) must be constructed directly over the underground parking garage due to severe site space limitations. Routing the fire hydrant mains through the garage allows the Project to provide required fire protection infrastructure while maintaining structural integrity of the garage roof/deck and enabling efficient use of the constrained site.
Water usage	Salt Lake City Code §21A.33.010.D.1 (General Provisions)	21A.33.010.D.1 D. Prohibited Uses: The following land uses are prohibited in all zoning districts: 1. Non-Residential Land Uses That Exceed 200,000 Gallons of Water per Day.	The 200,000 gallons of water per day standard shall be applied separately to each of the land uses and Tracts shown on the Design Guidelines	The now-existing standard, adopted in September, 2026, did not contemplate multi-use/multi-building projects and has to be adjusted for this Project accordingly

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Site Access	Salt Lake City Code §21A.44.070.B.4a through B.4c (Off Street Loading Facilities)	21A.44.070.B: Off Street Loading Facilities – Location and Design Each loading berth shall be located and designed to: a. Allow all required vehicle maneuvering and backing movements on-site; b. Minimize conflicts with pedestrian, bicycle, and traffic movement or encroachments into any pedestrian walkway, bicycle lane, public right-of-way, and fire lane; and c. Avoid the need to back into a public street while leaving the site to the maximum extent practicable, as determined by the planning director and the transportation director.	The Project is exempt from the standard requirement for vehicle maneuvering and backing movements to occur onsite independent of the ROW and shall be allowed to utilize the ROW for loading movements. All required vehicle maneuvering and backing movements on-site or on existing or new easements or access agreements shall be allowed. The Project is exempt from providing separate loading access and may use backing movements in the ROW.	Existing loading conditions utilize the ROW in 100 South and 200 West for loading maneuvers. The City has enforced loading movements such that backing activities do not occur over sidewalks in any case, not just exiting a site. Restricting maneuvering activities of loading vehicles to onsite is detrimental to the Project due to space required.
	Salt Lake City Code §21A.44.060.A.6.b(7) Drive Approach Widths	21A.44.060 Parking Location and Design – Driveways and Drive Approaches Drive Approach Widths: All drive approaches shall comply with the standards listed in Table 21A.44.060-C, "Minimum and Maximum Drive Approach Width". “Other non-residential zoning districts” Maximum Drive Approach Width = 30 feet.	The Project is exempt from the standard requirements for maximum driveway widths of 30 feet for the North Alley and residential drop off located on 200 West, and the Performance Venue loading area, porte cochere and parking garage entrance located on 100 S, but such driveways shall be limited to a maximum driveway width of 80 feet.	Proposed back-of-house loading and site access may be combined such that wider driveways are necessary to facilitate loading and passenger vehicle movements simultaneously.
	Salt Lake City Building Design & Processes Manual Section 2.3.1 Driveway Approaches – Spacing	Section 2.3.1 Driveway Approaches – Spacing Minimum spacing applies to proposed site driveway separation, as well as separation from existing or planned driveways on adjacent parcels. Minimum driveway spacing will generally conform to the following standards, subject to DRT review: 1. This minimum spacing applies to proposed site driveway separation as well as separation from existing or planned driveways on adjacent parcels. Shared driveway approaches are encouraged. 2. A pedestrian refuge area of 12’ is required between drive approaches. 3. For abutting properties must have a 6’ buffer (1 / 2 the separation) is required for each property. This may be waved subject to the DRT review.	The Project is exempt from the 12-foot pedestrian refuge requirement between drive approaches.	The project will have drive approaches for drop off / porte cochere areas, parking garage access, and loading berths. The spacing of these driveways are based on Project programming and constraints of the right-of-way. Street Typology 5 is a low-volume curbless street section providing additional pedestrian spaces that will offset the access needs and accommodations associated with drive approaches.

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Paseo Fire Access	Not Applicable	Not Applicable	The Paseo shall not be required to provide fire truck/engine access on or through the Paseo	This confirms the direction given by the current Fire Marshal and provides assurances against future changes of opinions of future fire marshals.
Tieback Anchors	Not Applicable	Not Applicable	Tieback anchors shall be permitted to be installed into soil underneath 100 S and 200 W.	Allows for necessary shoring for the underground parking garage of 100 S and 200 W.
Grease Trap Interceptor	Salt Lake City Code §§ 17.36.140.A(1) and 17.48.030	17.36.140(A)(1) From and after the effective date hereof, grease, oil and sand interceptors, as described by the Utah plumbing code, hereinafter interceptors, shall be required, both for any new or old business where its building is newly constructed, added to or refurbished to the extent that a building permit is required under the law, for any food processing or preparation establishments, or any other user when, in the opinion of the director, they are necessary for the proper handling of liquid wastes containing grease, or any flammable wastes, sand and other harmful ingredients, except that such interceptors shall not be required for domestic dwellings. 17.48.030 Each separate building or premises shall have a separate connection to the main sewer line, except when deemed impracticable and so found in writing by the director. Each owner will bear and pay for the maintenance and repair of such owner's building or lateral sewer. Notwithstanding the above, where a dwelling is the rear of another building and on the same building lot and owned by the same party, the director may issue a sewer permit for a multiple connection.	The Project is exempt from the requirements for separate grease, oil and sand interceptors and sewer service connections set forth in Salt Lake City Municipal Code Title 71 Chapters 17.36.140 and 17.48.030, and shall be permitted to utilize common or shared grease, oil and sand interceptors and sanitary sewer service laterals between structures on property. Shared service agreements and utility easements will be prepared as necessary or required. Adequate sampling access will be provided. The sampling location must be immediately downstream of the grease treatment and upstream of any other connections.	Treats multiple buildings which will be place on a single podium within the Project to be treated as a single premises which permits the buildings to connect to a single grease trap connection while providing sufficient sampling
RMP Vault	Not Applicable	Not Applicable	The Project shall be permitted to place all or portions of direct-assigned electrical equipment underground of the public rights-of-way provided that required utility separation and operational clearances are met.	Provides assurances that electrical equipment can be installed within the public right of way subject to maintaining appropriate clearances, rather than having such rights to install in the public right of way be discretionary.

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