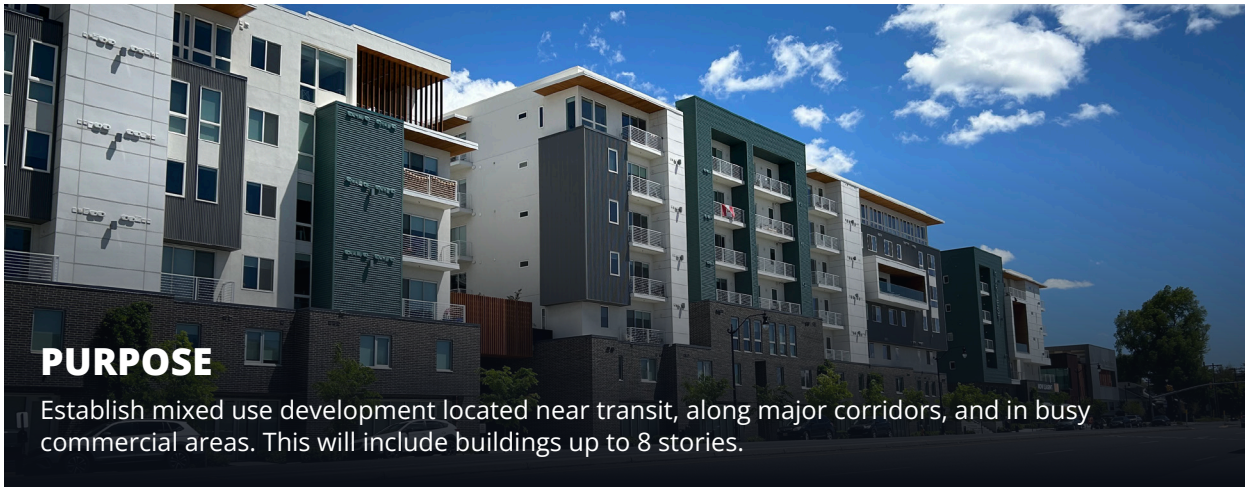




MU-8



PURPOSE

Establish mixed use development located near transit, along major corridors, and in busy commercial areas. This will include buildings up to 8 stories.

WHY CONSOLIDATE?



The R-MU, TSA-UN-C, TSA-SP-C, and TSA-MUEC-C zones have similar:

- Height limits
- Setbacks
- Land uses
- Transit proximity

Consolidating these zones simplifies the code by having one set of regulations for similar zoning types. Use the QR code below to access the interactive zoning map.

HIGHLIGHTS



The MU-8 zone is designed to provide places for people to live, work, and play within a close proximity. The focus is on promoting walkability by orienting buildings to the sidewalk and encouraging a mix of commercial and residential building types.

To promote commercial development in prime locations, exclusively residential development like townhomes and residential units on the ground floor will be limited on major streets like West Temple, Main Street, and 1300 S.

COMPARISON CHART



Regulations	MU-8*	R-MU	TSA-UN-C TSA-SP-C TSA-MUEC-C
Min Lot Size	none	0 - 5,000 SF ¹	2,500 SF
Min Lot Width	none	0' - 50' ¹	40'
Building Height	45' - 90' ²	75'	75'
Front/Corner Side Yard	0 - 10'	15' ³	0' - 20' ⁴
Interior Side Yard	0' - 10' ⁵	4' - 10' ³	0' - 25' ⁵
Rear Yard	0' - 20' ⁵	25' ³	0' - 25' ⁵
Parking Context	Varies ⁶	Transit	Transit

* MU-8 regulations are subject to change. [For detailed requirements see the document here.](#)

Notes:

1. Determined by land use.
2. Determined by building form. Any building taller than 75' will be required to go through Design Review which is approved by the Planning Commission.
3. These yards are required for single-family detached, townhomes, and duplexes. Front and corner side yards are not required for multi-family and commercial development.
4. Determined by the street the property is on.
5. The interior side and rear yards are determined by the building form and adjacent zoning district.
6. There are 4 parking contexts that reflect the different parking demands of the various built environments found in the city. The parking context in MU-8 will be determined by a property's distance to Trax & FrontRunner stops. Visit the project webpage for more details. [bit.ly/MUparking](#)

Scan the QR Code to visit the project webpage and learn more about the proposal.

bit.ly/MUconsolidation





MU-8

PROPOSED DESIGN STANDARDS



The MU-8 standards will focus on the form of development, the manner in which buildings are oriented toward public spaces, the scale of development, and the interaction of uses within the city. Active ground floor uses like restaurants, retail spaces, or outdoor spaces like a pet area will be required in all buildings.

Design standards differ based on building form which are divided into two general categories: residential and stacked use. One building form from each category is highlighted below. A comprehensive list of the standards specific to each building form can be found on the project webpage.

BUILDING FORMS



STACKED USE



There are three types of stacked use building forms: storefront (all commercial), multi-family (all residential), & mixed-use (both). The goal is to create complete neighborhoods that promote walking & biking for everyday trips.



Mixed-Use

1 Ground floor windows & easily identifiable entrances

2 Upper level residential

3 Upper level stepback when next to single-family zones

4 Parking behind the ground floor commercial spaces

RESIDENTIAL



Townhomes are the only residential building form permitted in MU-8. The goal is to allow a different urban housing option than multi-family while still promoting an efficient use of space to enhance the walkable nature of this zone.



Townhomes

1 At least 3 attached homes

2 Windows & balconies facing the street

3 Entrances oriented toward the street

4 Parking behind the building

Scan the QR Code to visit the project webpage and learn more about the proposal.

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Comments and Questions:

For comments and questions, please contact us at MUconsolidation@slcgov.com