

DOWNTOWN SOUTH SALT LAKE



ZONING ORDINANCE & DESIGN STANDARDS

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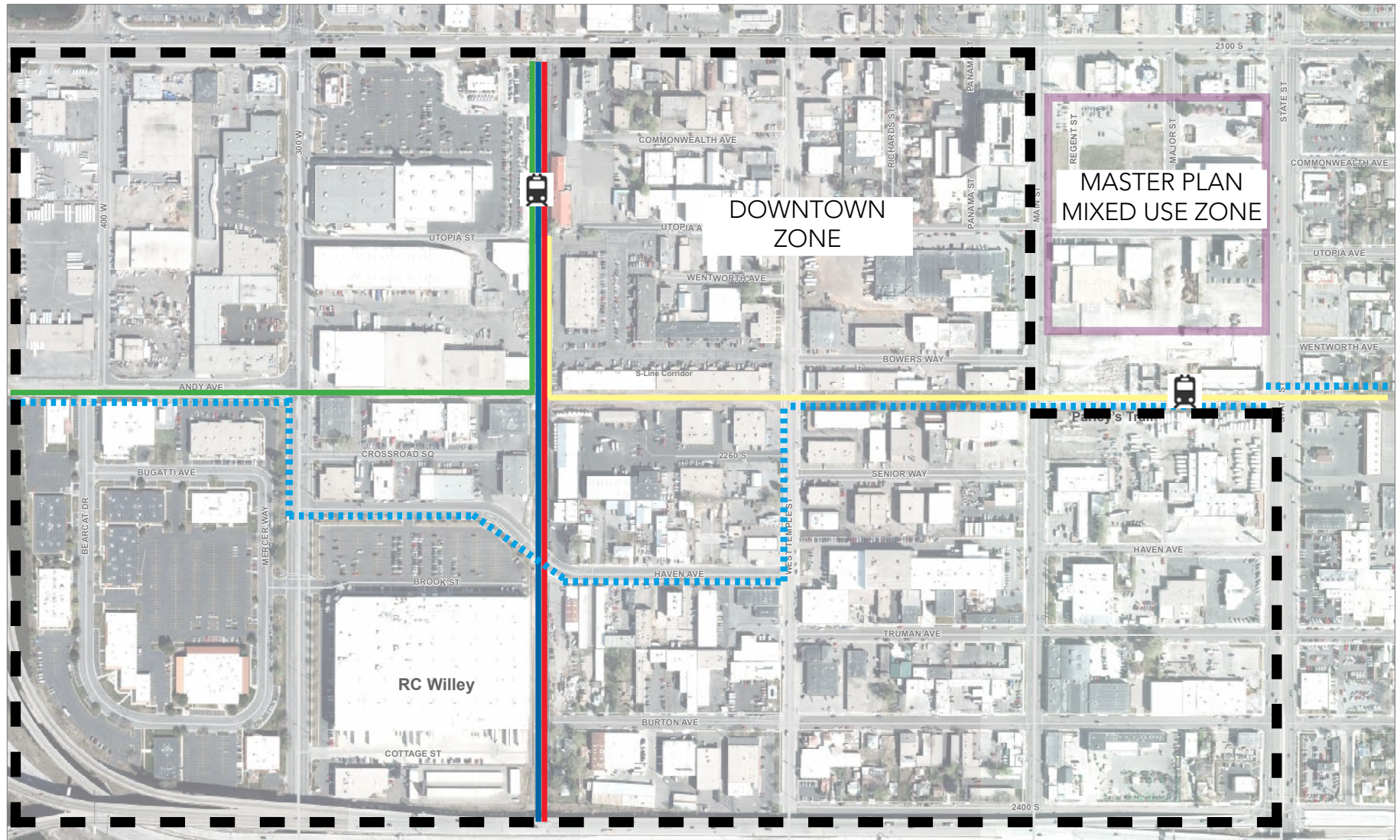
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BOUNDARIES:
I-15 TO STATE ST.
2100 SOUTH TO I-80

EXCLUDING:
MASTER PLAN MIXED USE ZONE

INTENT

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

REQUIREMENTS

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

TYPICAL STREET TYPE

2.0 STREET TYPES

2.4. Boulevard.

1. Intent.

The Boulevard is a high capacity street for higher speeds with a wider right-of-way, one way only in this case. It serves all types of development and provides crosstown connections. 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.	
Vehicular Zone	
Travel Lanes	
Center Lane	Median Turn
Transit	
Parking Lanes	
Bicycle	
Pedestrian Zone	
Sidewalk	
Street Buffer	
Trees	
Furnishings ¹	
Engineering	

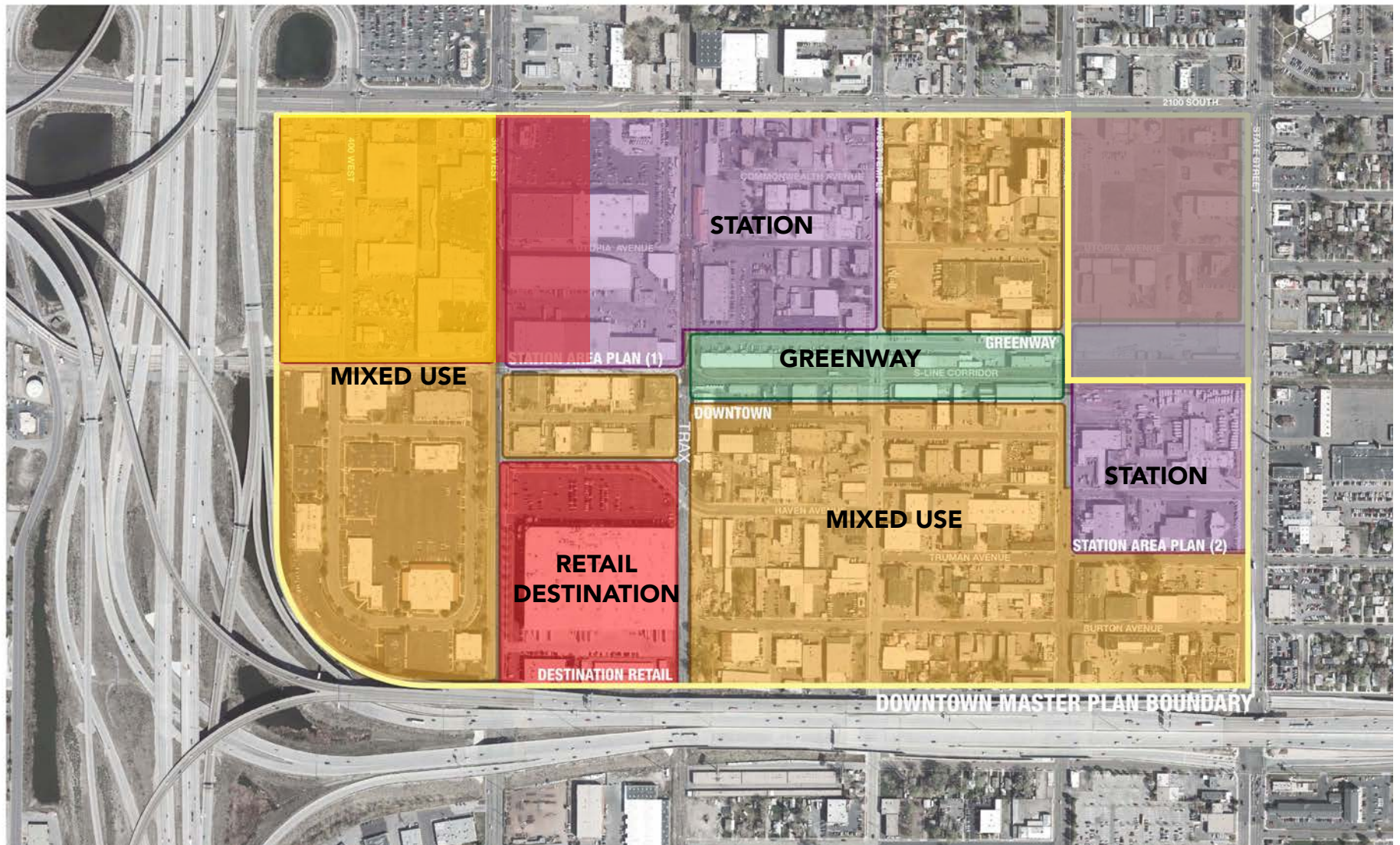
*See Table 2.16 (1) for details on Engineering

Notes:
¹ Refer to Downtown South Salt Lake Streetscape Standards for requirements.



Figure 2.4 (1). Crosssection Typical Boulevard / Central Pointe Place.

3.0 SUBDISTRICTS



Station District

A regionally significant transit-oriented development.

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

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



Greenway District

A social, civic and green heart of downtown.

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

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



Mixed Use District

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

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

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



Retail Destination

A place to stop, shop and mingle.

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

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



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

PERMITTED

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

CONDITIONAL

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

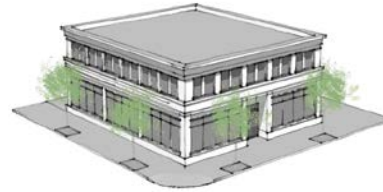
NOT PERMITTED (in highest density areas)

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

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

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

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



STOREFRONT

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



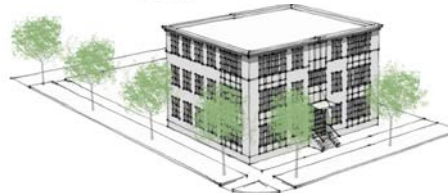
URBAN STYLE

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



TOWNHOME

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



CIVIC BUILDING

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



PARKING STRUCTURE

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



ADAPTIVE REUSE

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

BUILDING SITING

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

BUILDING MASSING

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

USES

- Requirements for active ground story uses (non-parking)
- Storefront requires minimum 50% non-residential ground floor uses
- Storefront requires minimum 25% retail ground floor uses

TRANSPARENCY (windows/doors)

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

MATERIALS AND COLORS

- Limited stucco (40%), EIFS (20%)
- Utilizing existing quality building stock
- Conversion of single family homes into multi-family is not permitted

RENTAL DEVELOPMENT

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

BUILDING AMENITIES

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

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) 2. First floor café/eatery 3. Rooftop/stepback terrace (location must be on street frontage and no higher than the first 3 floors) 4. Design that allows solar access onto adjacent open spaces. 5. 35% upper story transparency 6. Public Art 7. Open Space above requirement (one credit for additional 5%. No more than one credit can be earned) 8. Upgraded floor coverings in place of carpet 9. Solid doors throughout unit 10. Enhanced soundproofing 11. Washer/Dryer in every unit 12. On site management		1. Lobby (at least 500 sf. No more than one credit can be earned) 2. Interior social area, such as kitchen, media room, or event room. 3. Indoor Fitness room 4. Outdoor dining patio 5. Secure bike storage and changing facilities 6. Sport Court 7. Enclosed storage units 8. Community room open for regularly scheduled public programming (such as youth or senior activities) 9. Pool - (at least 400 sf) 10. Hot tub 11. Community garden		1. Meeting a green building performance standard (including LEED, Enterprise Green Building, Sustainable Sites or other). 2. Compliance with ENERGY STAR New Home or Multifamily High Rise standard. 3. Installation of renewable energy source (PV panels, wind, geothermal, other) to provide at least 20% of estimated energy demand. 4. Design and install required connection for PV or solar hot water in the future. 5. Alternative stormwater management (reducing discharge to public system) 6. 50% local materials 7. 50% hazard free materials 8. Tankless water systems in all units 9. Recycling program as a part of a rental agreement or HOA. 10. Electric car charging station 11. Bike share station	

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

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

MINIMUM OPEN SPACE REQUIREMENTS

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

DESIGN REQUIREMENTS

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

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

OPEN SPACE TYPES

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

INTENT

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

DESIGN REQUIREMENTS

Landscaping standards are outlined for the following instances:

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

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

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

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

INTENT

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

REQUIREMENTS

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

IMPLEMENTATION

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

Table 8.1 (1). Residential Parking Requirement

	Mixed Use	Retail Destination	Greenway	Station
Residential (Studio - One Bedroom) ^{1,2}	1.2 stall per unit	1.2 stall per unit	1.2 stall per unit	1.2 stall per unit
Residential (Two - Three Bedroom) ^{1,2}	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	1 stall per unit	0.5 stall per unit	0.5 stall per unit

Table 8.1 (2). Residential Parking Reductions

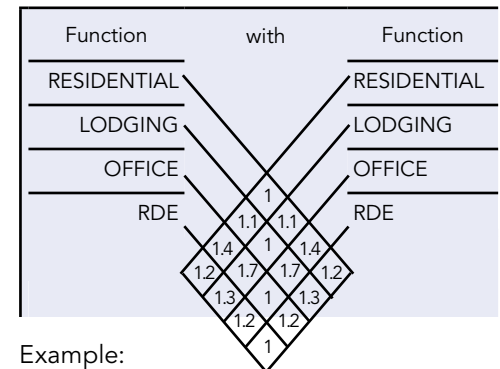
Amenity	Recommended Reduction (stalls/unit)
Car Share (limit 1 car/100 units)	0.05
Unbundled Parking (100%)	0.1
Bike Share	0.05
Bike Lockers/Storage	0.05
Development Supplied Transit Passes	0.15
Senior Housing	0.2
Student Housing (< .25 miles from campus)	0.1
Project Controlled On-Street Parking	0.1

Source: Hales Engineering, 2014

Table 8.1(3)- Commercial Parking Recommendation

Civic	3 stalls per 1000 sf
General Retail	3 stalls per 1000 sf
Neighborhood Retail	2 stalls per 1000 sf
Office ³	3 stalls per 1000 sf
Industrial	2 stalls per 1000 sf

Table 8.1(4)- Shared Parking Reduction



Example:

Step 1. Calculate Base Parking Requirements
Use One:
 $25,000 \text{ sf RDE} = .004 \times 25,000 = 100 \text{ Stalls}$

Use Two:
 $60 \text{ Unit Residential} = 1.75 \times 60 = 105 \text{ Stalls}$

Step 2. Apply Shared Parking Discount
 $\text{RDE} + \text{Office} = 100 + 105 = 205$

$205 / 1.2 \text{ Discount} = 171 \text{ Required Stalls}$

WALL SIGNS

- Murals are a conditional use.

PROJECTING SIGNS

- No backlit box signs

PROJECTING MARQUEE SIGN

- No electronic message boards

AWNING SIGN

- Attached to an awning

CANOPY SIGN

- Free-standing letters

ROOF SIGN

- Free-standing letters

WINDOW SIGN

- Not counted toward maximum signage allowance

MONUMENT SIGN

- Pole mounting not allowed.

PEDESTRIAN SCALE POLE-MOUNTED SIGN

- Allowed in Retail Destination subdistrict only

INTENT

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

PROCESS

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

TOPICS:

1.0 Downtown South Salt Lake

2.0 Street Types

3.0 Subdistricts

4.0 Uses

5.0 Building Types

6.0 Open Space Types

7.0 Landscape

8.0 Parking

9.0 Sign Types

10.0 Administration

CITY QUESTIONS:

2.0 Street Types

Is the expectation for developer to put in ROW improvements appropriate?

3.0 Subdistricts

Are designations appropriate for your location?

4.0 Uses

Conditional vs. permitted uses

5.0 Building Types

Is the Amenity Table appropriate?

Is Transparency requirement appropriate?

Are main floor uses appropriate?

Does maximum building length work?

8.0 Parking

Is parking ratio hitting the mark?

How would you deal with visitor parking?

How do you suggest dealing with restaurants?

10.0 Administration

Does process have any pitfalls?

DISCUSSION: